





## INTIMATIONS

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## DEATH.

FELL.—On July 1st, at Chefoo, WALTER FELL (of Cornaby, Eckford & Co.), aged 40 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 14TH, 1914.

It will probably be somewhat of a surprise to most American residents in the Philippine Islands to learn that a Bill granting a measure of self-government to the Philippines has been introduced into the House of Representatives at Washington as an Administration measure. For some weeks past the Press of the Philippine Islands, both native and American, has been keenly interested in a new Bill drawn up by Representative W. A. Jones, who, though he has never visited the Islands, we believe, has made the Philippine Question his own for several years past. The Bill which has just been introduced as an Administration measure appears to be Mr. Jones' latest Bill, which has been adopted by the President practically in its entirety. It is not such a measure as will satisfy the Filipino demand for immediate independence, but judging from recent comments in the native Press of the Islands on an outline of the Bill telegraphed to the papers there, willingness to accept the measure is shown on the principle that half a loaf is better than no bread. The main feature of the Bill are that it proposes to attach the Philippines Commission, on which the Filipinos now are in a majority, and to substitute for it a Senate

and a House of Representatives, whose members will be elected by popular vote for the Christian portions of the Islands, while representatives of the non-Christian parts will be appointed by the Governor-General. It is not a long stride towards independence, for one of the provisions of the Bill, it seems, is that the veto of the Governor-General may be overruled by a two-thirds vote of the Legislature, though the President of the United States will retain a final veto. Commissioner Quizon, the representative of the interests of the Filipinos at Washington, is reported to have stated in an interview that he "accepts the Bill as the best that can be gotten," while Commissioner EARNST, the other representative, has put the question to his constituents: "Shall we accept the new Jones Bill without prejudice to our right to continue advocating independence in the future, or shall we prefer to have things remain as they are now until such time as the United States Government can be persuaded to give us complete independence?" The prevailing sentiment as it is revealed in the vernacular Press is to accept the concessions contained in the Bill, just as other concessions have been accepted in the past, "without prejudice to the right of the people to continue advocating independence." There is very little doubt now that President Wilson has accepted the Bill as an Administration measure that it will be carried into law by the Democratic Party in Congress, but there can also be very little doubt that this gift of self-government will shake the confidence of American capitalists in the security of their investments in the Islands and that there will be little doing in the way of further development with the aid of American capital until experience has shown that this political change is consistent with perfect security, which so many are now inclined to doubt.

On Sunday in St. John's Cathedral and in other churches of the Colony references were made to the floods in the West River and special prayers for the sufferers were offered.

Sir Haviland W. de Sausmarez arrived in the Colony yesterday from Shanghai by the French mail. To-day he will sit with the Chief Justice and the Puisne Judge in the Court of Appeal.

The latest scene chosen by the confidence-trick thieves for the performance of their lucrative game is the Public Gardens. A Chinese married woman, residing at Graham Street, was accosted by two of the men, and induced to part with two gold bangles and two gold finger-rings, valued at \$124, by means of the absurdly simple and common trick with the banknotes. The men, as usual, got clear away.

A fine of \$100, or in the alternative three months' imprisonment, was the punishment imposed at the Magistracy yesterday by Mr. Wood on the Chinese who was caught in the act of dumping a dead body at Yaumati last week. An Indian constable saw the defendant dumping the body during a heavy thunderstorm, and after a chase caught him. Inspector Gerrard prosecuted.

Before Mr. J. R. Wood yesterday, the Chinese carpenter who was charged with the theft of a gold necklace and pendant, the property of Sister Kelsey, of the Peak Hospital, and a gold watch and chain belonging to Miss May, pleaded guilty to the charges. Inspector McHardy told the Magistrate that the defendant had rendered the police every assistance towards recovering the stolen property. Sentence of six months' hard labour was passed.

Captain J. Travis, master of the *Seang Bee*, has been fined \$25 at Penang for failing to deliver at Rangoon two bags of mails sent from Penang. The two bags were brought on to Hongkong and the accused said he was not aware until he reached Hongkong that the mails for Rangoon had not been delivered. He took them back to Penang. Asked what action he could take with regard to the officers who neglected to deliver the mails at Rangoon witness said that as master of the ship he could only discharge them.

There was a serious outbreak of fire at No. 240, Des Vœux Road West, on Sunday. The fire started in the rear of the first floor, which is used as a paper store, the cause of the outbreak being attributed to a spark from the ashpit being blown amongst a quantity of paper. The building is a three-storied one, and the fire quickly spread to the second floor, which, together with the first floor, was gutted. The ground floor was damaged by water only. The estimate of damage by fire and water is \$10,000. The building was insured in the Mitsui Bussan Kaisha's office for \$6,000.

A London telegram received by Messrs. Vernon & Smyth yesterday gives the explanation of the drop in "Shells" as heavy Continental selling. This came apparently on the top of a weak London settlement.

In a gambling case before the Magistrate yesterday, the Chinese detective who made the raid stated that he did not know the name of the game the defendants were playing. The Magistrate thereupon discharged all the defendants, ten in number.

An Open Air Concert is to be given on the grounds at the Civil Service Cricket Club, Happy Valley, on Saturday evening next, when the following ladies and gentlemen have consented to appear:—Mrs. Edwards, soprano; Mrs. Goodman, contralto; Mr. Bassett Cawsey, tenor; Mr. England, baritone, and Mr. Harry Rolph, entertainer. Miss Rosie Bonas, Mrs. Suitor and Prof. E. Danenberg will be the accompanists.

## COMMOTION AT THE PEAK TRAM STATION.

There was an unusual commotion at the upper station of the Peak tramline on Saturday morning. A Chinese who had taken a front seat in the car was requested by Brakesman Smirke to remove himself to the back seats, whereupon the man appears to have become violently enraged, and assaulted the brakesman. The latter closed with his assailant, who is stated to have behaved like a maniac, kicking and using his knees in a dangerous manner when Mr. P. O. Feuster, manager of the Peak Hotel, came to the brakesman's assistance, gripping the Chinaman by the neck and putting him on to the ground. The police were summoned and the prisoner was advised to go quietly with them to the police station. But just as they started to leave the tram station he became very violent again, severely biting the hands of two Indian policemen and kicking them in the stomach. It took three men to overpower the Chinaman, who was then bound hand and foot, and placed in a public chair for conveyance to the Mt. Gough station. He managed to throw himself out of the chair and damaged the vehicle considerably, and himself as well. Inspector Garrod sent him to the Hospital, where he was declared to be suffering from acute mania. He proved to be a cook in the service of Dr. Stedman.

The case was mentioned at the Magistracy yesterday, and a remand was granted until Wednesday, at 10 a.m. The cook will be charged with disorderly conduct, with assaulting three persons, and with wilfully damaging a public vehicle.

## ALLEGED SWINDLER ARRESTED.

An American citizen, named William Alexander Beare, was arrested on the *Katori Maru* by Detective-Sergeant Simpson on an extradition warrant issued in Hongkong, charging him with swindling the sum of 10,000 francs, from a person whose identity had not been divulged, in Switzerland.

The man was brought up at the Magistracy yesterday, and Detective-Inspector Terrett informed his Worship that when the warrant was read over to the defendant he was asked his name, and he replied, "You have it at the top of the paper." He hesitated, and then said "No, put down William Alexander."

An official at the German Consulate, which has charge of the interests of Switzerland, told the Magistrate that the man was willing to return to Switzerland, and would waive extradition proceedings. The case was remanded for a week.

## PETTY THEFTS.

Mr. Yera, a Japanese photographer, of Beaconsfield Arcade, has informed the police that some person entered his studio between Saturday and Sunday and stole a camera, worth \$130, and an umbrella.

A student named Fred Kennedy, of No. 6, Robinson Road, has complained that a thief entered the first floor of the house in which he resides and went away with \$110 in banknotes, which were contained in a wardrobe, and a silver keyless watch.

An employee of the Him Tai firm of contractors left two iron swivels, two iron wheel pulleys, two rolls of steel wire, and an iron winch on the Kowloon City wharf, near the Sung Wung Tai, and on returning found that the articles had been taken away.

A similar theft took place on the Kowloon City Road, a manhole cover and 22 pieces of iron railing belonging to the Public Works Department being stolen.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## CHINESE NAVAL DISASTER.

THIRTY-FIVE CANTONESE MIDSHIPMEN KILLED.

SHANGHAI, July 12th.

Thirty-five Cantonese midshipmen were killed in an explosion above in the magazine of the gunboat *Tung Chi* when abreast of the Arsenal on Saturday evening. The flames shot up, but the magazine was promptly flooded and the fire was subdued.

Portions of the gunboat's deck were blown overboard and numerous officers and crew were slightly injured.

Of those in the midshipmen's quarters directly over the magazine none escaped. The affair is at present shrouded in mystery.

[THROUGH REUTERS' AGENCY.]

## FURTHER SUFFRAGETTE OUTRAGES.

LONDON, July 13th.

The Suffragette outrages during the week end include the following:—

An explosion occurred in a mail-bag between Blackpool and Manchester and six other bags were ignited. The mail van was also ignited and a guard was badly burned in extinguishing the flames. Blaby Station, Leicestershire, was burned.

A woman was arrested in the act of igniting the fuse attached to a bomb in the Church of St. John the Evangelist, Westminster.

The total damage caused by Suffragette outrages since the beginning of 1913 is given as £384,000. This does not include the damage done to pictures, &c., which cannot be replaced.

## ALCOHOL AS MOTOR FUEL.

LONDON, July 13th.

The Imperial Motor Transport Council has appointed a Committee of experts to investigate the possibilities of the employment of Alcohol as motor fuel which would render the Empire independent of foreign fuel supplies and give a great impetus to agriculture and in the development of new countries would mean improved transport facilities.

It is estimated that the researches would cost £2,000 per annum for five years. Appeals for funds are being made. Lord Crewe, Secretary of State for India, and Mr. Harcourt, Secretary of State for the Colonies, have written letters heartily endorsing the view that the question is one of national and imperial importance.

## SELF-GOVERNMENT FOR THE PHILIPPINES.

A GOVERNMENT BILL.

WASHINGTON, July 12th.

An Administration Bill has been introduced into the House granting a measure of self-government to the Philippines.

The Bill proposes to abolish the Philippines Commission and to substitute therefor a Senate and House of Representatives, the members of which will be elected in the Christian portions of the Islands, and the representation of the non-Christian portions of the Islands will be appointed by the Governor-General.

The Bill is expected to reach its enactment in the present session.

## THE SITUATION IN MEXICO.

MEDIATORS' SUGGESTION ACCEPTED BY HUERTA.

VERA CRUZ, July 13th.

The ex-Foreign Minister, General Ruiz, has arrived here on his way to Europe. He says that Señor Carbajal was suggested as Provisional President of the Mexican Republic by the Mediators at Niagara Falls, and this has been accepted by President Huerta, who recognised that longer resistance would be useless and would only mean the slaughter of thousands, and a possible sacking of the capital.

## TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

## THE BOYNE CELEBRATIONS AT BELFAST.

MILITARY CONFINED TO BARRACKS.

LONDON, July 13th.

At Belfast, in fine weather, the celebrations of the Battle of the Boyne were carried out yesterday with great enthusiasm. About 50,000 participated in a procession to the City. Sir Edward Carson, K.C., M.P., who was leading the procession, was greeted with tremendous ovations.

The military were confined to their barracks.

## THE ALBANIAN SITUATION.

DURAZZO, July 13th.

The insurgents have captured Berat.

## OBITUARY.

LORD ELLESMERE.

LONDON, July 13th.

The death is recorded of the third Earl of Ellesmere, at the age of 67.

[The late nobleman, who is a large land owner, was Hon. Colonel of the Duke of Lancaster's Own Yeomany Cavalry and 7th Battalion Manchester Regiment. He has published several works of fiction.]

["DET. OBTASTATISCHER LLOYD" SERVICE.]

## CHINA SERVICE.

## CHINESE NAVAL DISASTER.

THIRTY-FIVE MIDSHIPMEN KILLED.

PEKING, July 13th.

An explosion took place aboard the Foochow-built Chinese gunboat *Tung Chi*, while she was at the Kiang Arsenal, Shanghai.

The cause of the explosion was probably spontaneous combustion in the magazine below the midshipmen's mess.

There were no arrangements for keeping the ammunition cool.

Of the 36 midshipmen on board, 35 were killed and 27 officers and men were injured by the explosion.

The ship remained afloat.

## EUROPEAN SERVICE.

## RUSSIAN NEWSPAPER INVENTION.

BERLIN, July 12th.

The *Neue Vremya* publishes an article about German-Austrian military and naval agreements negotiated at Konopischt. The article in question is a free invention with the idea of preparing ground for new politico-military arrangements within the Triple Entente on the occasion of the coming visit of M. Poincaré to Russia.

## RUSSIA SEEKING A NAVAL BASE IN THE MEDITERRANEAN.

BERLIN, July 12th.

The *Neue Wiener Tagblatt* reports Russia's intention to acquire at some future time a naval base on the Mediterranean at Antivari in the Nore Bay. This would be unacceptable to Italy and Austria.

## THE PRINCE OF ALBANIA AND THE POWERS.

BERLIN, July 12th.

The Prince of Albania demands that the Foreign Minister to Albania should give him a declaration soon, whether the Powers intend to grant him help. He also wants Greece to vacate the Epirus forthwith.

## HUERTA READY TO ABDICATE.

BERLIN, July 12th.

President Huerta is ready to abdicate and requests for himself and family asylum aboard a German or English man-of-war.

## THE POPE AND THE KAISER.

BERLIN, July 12th.

H.E. v. Muehlberg, Prussian Minister to the Papal Chair, handed to His Holiness the Kaiser's acknowledgment of the gift of the Constantine Medal. The Pope declared that the labarum (viz. the inscription in *hoc signo vinces*) given by His Majesty to the new Basilica at Rome was a new testimony of his noble mind and he thanked His Majesty warmly for his magnanimity.

## THE BAGDAD RAILWAY.

BERLIN, July 12th.

The Bagdad Railway has been opened for another 100 kilometres, thus making the total length 830 kilometres at present.

## A GERMAN AVIATION FEAT.

BERLIN, July 12th.

Herr Boehm, the German aviator, has gained the world's endurance record by flying 24 hours.

## INTERESTING APPEAL CASE.

TO BE HEARD TO-DAY.

At the Full Court of Appeal to-day an appeal will be made in the action in which the plaintiffs, the Great Eastern Smelting and Refining Company, successfully claimed from the defendant, T. P. Marques, of Macao, the sum of \$35,452, being the balance due under a guarantee for the payment of \$200,000 given by the defendant that Messrs. Arndt & Co., of Hongkong, would repay a loan to this amount.

The hearing took place in March last and occupied the two judges—The Chief Justice, Sir William Roes Davies; and the Puisne Judge, Mr. H. H. J. Gompertz—for about a week, judgment being eventually given for the plaintiff, against which the defendant now appeals.

At the previous hearing Mr. E. H. Sharp, K.C., and Mr. Eldon Potter, instructed by Mr. Beavis (of Messrs. Wilkinson & Grist), appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., and Mr. F. C. Jenkin, instructed by Mr. Leo d'Almada, were for the defendant.

## PROGRESS OF Y.M.C.A. IN FOCHOW.

The cornerstone has been laid in connection with the new Y.M.C.A. building at Fochow, the ceremony being attended by a large number of influential residents, including Governor Hsu. Underneath the stone was placed a strong box, stored with many interesting things, including a Bible, a copy of the Chinese classics, a "rare bit of jade," a booklet on "How to prevent Plague," a picture of the recent anti-opium celebration, Chinese official heads, monthly magazines and pictures. The stone was placed in position by Governor Hsu and Mr. Law, Salt Commissioner, who were presented with gold trowels for the purpose. The new premises will cost \$100,000 to erect.

## THE TUNG WA FLOOD RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund:—

Already acknowledged	\$89,802.37
Collected by Kwong Wa Hospital	3,145.10
Kowloon Customs Staff, First Instalment	550.00
By Cable, Fochow	500.00
Tin Hing Lau	416.00
Cheung On Lau	256.00
Lun Sing Restaurant	100.00
Ching Tin Restaurant	100.00
Messrs. Sing On	100.00
Tung Tin Restaurant	50.00
Messrs. Kung Woo On	50.00
Messrs. Hop Fong	50.00
Messrs. Kwong Yau	50.00
Messrs. Po On Tai	50.00
Messrs. Ying Cheong Woo	50.00
Messrs. Kung Hui Cheong	50.00
Messrs. Pak Wai Tong	50.00
Lok To Restaurant	50.00
Tai Hon Restaurant	30.00
Hop Yick S.S. Co.	30.00
Mr. Leung Lai Ting	30.00
Messrs. Sau Cho Tong	30.00
Messrs. Shing Cheong	30.00
Messrs. Tai Cheong Wing	25.00
Messrs. Tai Loi	25.00
Mr. Wong Kam Cheong	20.00
Messrs. Wing Cheong Tak Kee	20.00
Messrs. Woo Lung	20.00
Messrs. Man Fuk Yuen	20.00
Messrs. Woo Cheong	20.00
Messrs. Tung Yu	20.00
Messrs. Yu Tak	20.00
Messrs. Yee Shun Lung	20.00
Messrs. Yu Lung	20.00
Messrs. Yuen Shing	20.00
Port Dealers of Saiyungpon	20.00
Market	20.00
Messrs. Po Tai	20.00
Messrs. Kwong Tsui Wing	20.00
Messrs. Wing Fong Lung	20.00
Chan Sung Lai Tong	15.00
Messrs. Chun Sum Tong	10.00
Messrs. Tsung On Tai	10.00
Messrs. Tsung Kee Hop	10.00
Sam Cheong Co.	10.00
Messrs. Him Lung	10.00
Messrs. Yee Shun Woo	10.00
Messrs. Tai Yau	10.00
Messrs. Woo Yuen	10.00
Messrs. Tai Chan	10.00
Sam Yick Co.	10.00
Messrs. Yee Hing	10.00
Messrs. Tai Loi On	10.00
Messrs. Woo Hing	10.00
Messrs. Shing Cheung	10.00
Ling Lung Co.	10.00
Messrs. Sing Kee	10.00
Messrs. Lai Cheung	10.00
Messrs. Hang Shing	10.00
Messrs. Shun Hing	10.00
Messrs. Sui Lee	10.00
Messrs. Wang Yee	10.00
Messrs. Shing Mow Chan	10.00
Messrs. Kun Wan Tsung	10.00
Mr. U Fan Mei	10.00

\$96,154.47

## "BREEZY BILL'S" APPEAL.

From the *Times* of June 19th:—A WANDERER'S RETURN.—Refined Englishman, 23, who has super-satiated a cursed wanderlust by adventure, toil, and peril in many lands, seeks position at salary sufficient to enable him to marry the Dear Little English Girl who has been unwaveringly true. Our wants are small. Our happiness will be infinite. Eight years Continent, S. America, Far East, S. Africa, etc. Experience—accounts, correspondence, tresorial, literary, salesmanship, publicity, three languages; genuine battler; never gets tired; gourmand for work; demon for organisation; seeks no sinecure, but will do anything honourable and do it well for £160 p.a.—Breezy Bill.



## SUPREME COURT.

Monday, July 13th.

## IN SUMMARY JURISDICTION.

Before Mr. F. A. HAZELAND,  
Puisne Judge.

## ALLEGED MALICIOUS PROSECUTION.

Leung Shui Wong, journalist, of 193, Des Vaux Road Central, v. Hu Shui Chan, merchant. The claim was for \$1,000 for malicious prosecution.

Mr. G. Norrington (from Mr. G. K. Brutton's office) was for plaintiff, and said at the outset that defendant had apparently withdrawn from the action, and although a statement of defence had been filed and signed by Counsel, he had not appeared, neither had the solicitor. He then referred to the statement of claims and mentioned that the original action in the police court was larceny as bailee, in which plaintiff in the present action was the defendant. While manager of the plaintiff's firm, the *Man Kwok San Po* newspaper, a man named Cheung Cheung Ming, the principal of plaintiff, borrowed a sum of \$4,500 from the defendant, and a borrowing note was handed to defendant for this amount. In this borrowing note a set of printing machinery was mentioned. The borrowing note having been executed, the question arose between the principal, Cheung Cheung Ming, the plaintiff, and the defendant as to a further advance of money, and it was then found that the machinery on which the principal had borrowed money was registered in the name of Leung Shui Wong. The latter was then induced to sign an assignment for machinery of which he was the owner, and that it should be transferred from the plaintiff to the defendant in consideration of \$5,000. The assignment was executed at the office of Mr. Haywood. Leung Shui Wong then asked for the \$5,000, but did not receive it, and he had never received any money up to this day, although repeated applications had been made for it. Then the *Man Kwok San Po* got into difficulties and plaintiff saw defendant, telling him that he had not received the \$5,000, and that if the money was not paid he would assign the machinery. Trouble was pressing and subsequently plaintiff in the present action was brought to the police court and charged with larceny as bailee. He (Mr. Norrington) appeared for the defendant (who was now the plaintiff) at the police court and subsequently he was granted bail at \$5,000, but as the result of these proceedings plaintiff had to spend four days in gaol. Then the evidence of the plaintiff in the police court case was found to be contrary and inconsistent with evidence previously given, and the plaintiff was fined \$50 for perjury. The case still proceeded and Mr. Wood, the Magistrate asked him (Mr. Norrington) not to open his case and not to cross-examine, and when the case was finished the plaintiff in the present case was discharged. The evidence given at the police court was very extraordinary evidence and he now asked for \$1,000 for damage done personally to the plaintiff and also to business. Just before plaintiff was placed in gaol he had opened business as a printer and much harm had been done in this direction.

Mr. C. F. Mason (solicitor) replying to Mr. Norrington, said he prosecuted on behalf of the plaintiff in the police court. He could not say whether the borrowing note was signed in his presence.

When asked to produce the borrowing note in respect to those proceedings and also the assignment, Mr. Mason contended that he could not be compelled to do so on account of privilege. It came into his possession as solicitor to the defendant.

Subsequently Mr. Norrington explained that the documents mentioned were really exhibits and were necessary to the case.

Thereupon his Lordship held that the documents should be produced for inspection.

Evidence was also given by Mr. Haywood and Mr. Gardiner with reference to the documents.

After hearing the evidence of the plaintiff, his Lordship gave judgment for the plaintiff with costs, at the same time remarking that it was the worst case of its kind which had ever come before his notice.

## TYPHOON WARNINGS.

The American Consulate-General received yesterday, from the Manila Observatory, the following telegrams:—

10.15 p.m.  
Cyclone, or typhoon, near or over Northern Formosa, moving W.N.W.

7.30 p.m.  
Typhoon or cyclone near or over the Northern Ladrones or Mariana Islands, moving W. or W.N.W.

## NOTES FROM PEKING.

[BY OUR OWN CORRESPONDENT.]

PEKING, July 2nd.

## MACAO DELIMITATION QUESTION.

A paragraph went the rounds of the Chinese papers to the effect that the Ministry of Foreign Affairs had sent a Note to the Portuguese Minister in Peking requesting him to urge his Government to settle the question of the delimitation of the boundaries of Macao, and that the reply by the Portuguese Minister was "vague in tones." I am credibly informed that there is no truth in this statement. The Portuguese Minister has had no communication with the Chinese Government on the subject for five months at least. It does not follow, however, that the subject is being neglected, but I am not at liberty to mention what has been done or what may be done. All I can say is that the course in view is more likely to lead to a settlement than any yet attempted.

## THE KALGAN REVOLT.

The surprise of the week was the revolt of the troops at Kalgan, which, coming at the time when news had filtered through of an amercement at Pao-tao, has led to a general condemnation of China's military methods or absence of methods. The General Staff in Peking did not know of the outbreak until they learned it from foreign correspondents, a sad commentary on the intelligence department, if it possesses any. Accounts differ as to the cause and the extent of the revolt. In some reports only two companies are supposed to have got out of hand, but they seem to have done quite a lot of damage during their period of licence. Not only did they wreck a considerable portion of the town, but they committed all sorts of outrages upon women and girls. Fortunately, no property was touched. This incident and the other one mentioned is not likely to enhance China's credit, though it has to be remembered that revolts on the part of unpaid soldiery have been fairly common during the past decade, and a complete improvement in every department cannot be expected in such a short period even from Yuan Shih-kai.

## IMPROVING THE CAPITAL.

In a previous letter I mentioned the projects in contemplation for making Peking a city which would serve as a model for the other cities of the country. A start has already been made with the good work near the Chienmen gate. The Ministries of the Interior and of Communications having obtained the necessary funds for improving the roads in this vicinity have commenced the demolition of undesirable buildings and have even attacked the City Wall, which has hitherto been regarded with a certain amount of reverence, and are tearing down a portion in order to make a new opening at Hui-shih-shiao. Those who are keenly interested in the preservation of China's antiquities may regret this official vandalism, but, after all, China has suffered too long from the dominance of the dead hand of the past, and even such an interesting relic, while worthy of preservation if possible, should not be allowed to bar modern needs and requirements.

## THE QUEEN-CUTTING CAMPAIGN.

To cut or not to cut the queue is the burning question of the hour in Peking. The Government has decided "to cut," but a large proportion of the men prefer "not to cut," and the situation is becoming more and more interesting. Dr. Ariga, the Japanese constitutional adviser, has expressed the opinion that the forcible cutting of queues is an interference with the liberty of the subject and a violation of the constitution, but as the constitution of China is practically represented by the opinions of the President himself there is not likely to be any attempt on the part of the aggrieved to obtain redress. What makes the matter more interesting is that several members of the newly-constituted Council of State retain their queues, and it is felt that the "exhortation" of the President or the "order" of the Minister of the Interior is not likely to carry much weight when it is ignored by highly-placed men in the State. These men are to be "invited" to comply with the instructions before the end of the month, but if they do not, no mention is made as to what will happen. If pressure be brought to bear upon them, I expect they will resign their position and return to retirement.

Even among the enlightened Chinese it is astonishing to find the almost general approval of this campaign. There is comparatively little sympathy for those who wish to retain their hirsute appendage.

If the Government were content to let the matter take its natural course there can be no doubt that the influence of the new fashion in hair would be sufficient in a year or two to reduce the queues

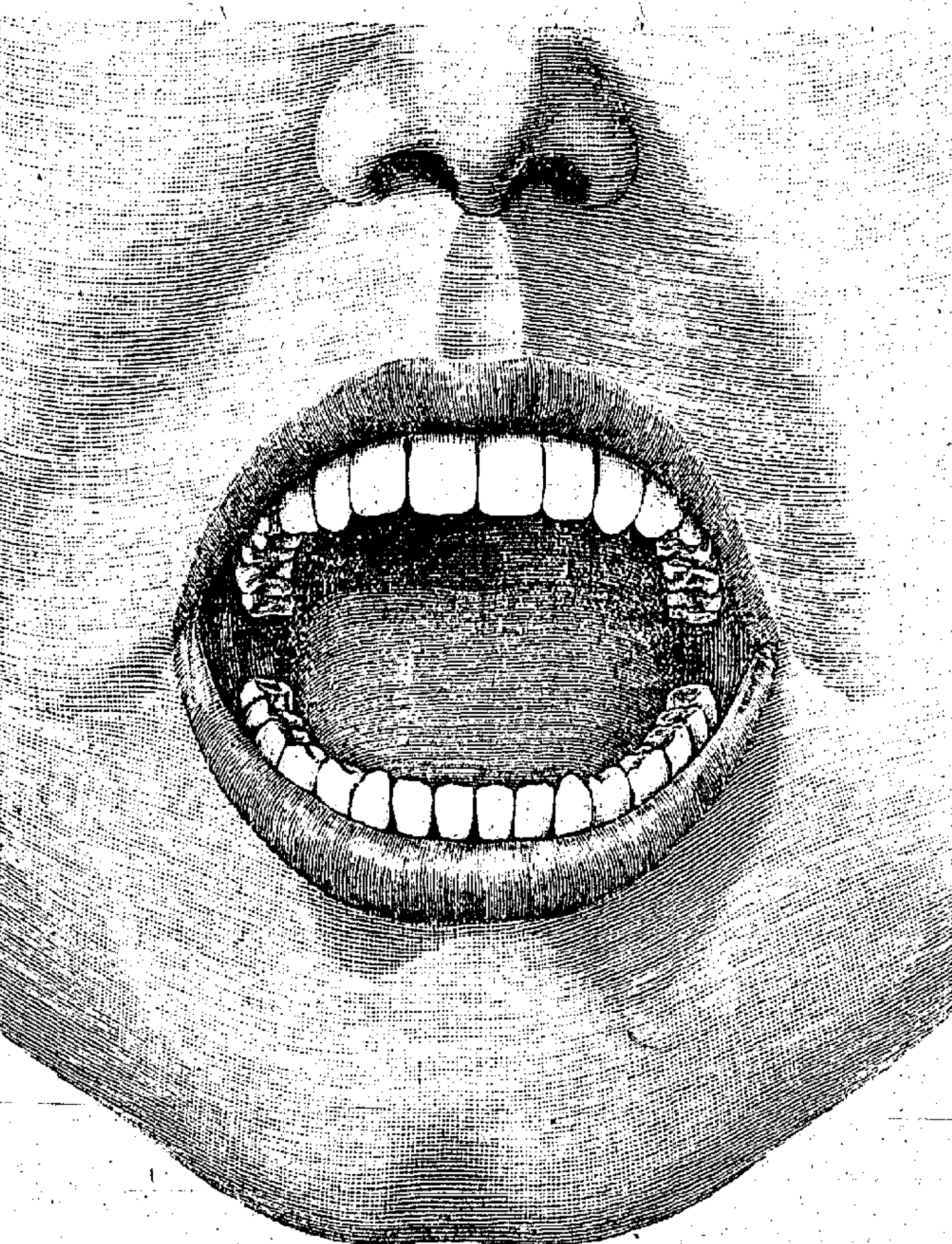
to the very old and the very conservative in remote districts.

Only the other night a policeman stopped a coolie pulling a ricksha with a fare in it in Morrison Street and snipped off his locks before he knew what had happened.

## PEBBONALIA.

The Marquis Denti, the popular chief of the Italian Legation Guard, had a great send-off on Sunday afternoon. Detachments from all the different Legation guards marched to the Chienmen Station, as well as a troop of Chinese soldiers, and, with bands playing, gave the Marquis a brilliant ovation. He leaves for home via Hankow and Shanghai.

Dr. P. S. Reinsch, the American Minister, leaves on the 7th with Mrs. Reinsch for Switzerland. The latter has not been well since she met with an accident some time ago, and it is the hope that this will be attended to in Europe that prompts the present trip.



## It is really remarkable

how comparatively few people realise that, in spite of the regular daily cleansing with tooth-powders and pastes, the teeth, and particularly the back ones, frequently become decayed and hollow. Is not that a convincing proof that tooth-powders and pastes are entirely inadequate for the purpose?

Our teeth are not so obliging as to decay only in places where we can conveniently reach them with powders or pastes. On the contrary, it is just in those localities which are difficult of access, such as the backs of the molar teeth, the interstices between the teeth, in the hollows and the cracks, where decay and destruction of the teeth appear most frequently, and are most likely to occur. In consequence, if anyone wishes to preserve his teeth intact—that is to say, to keep them healthy,—this can be effected in one way only: by daily cleansing and rinsing the mouth and teeth with the liquid antiseptic dentifrice Odol.

During the process of rinsing Odol penetrates everywhere, reaching alike the hollows in the teeth, the interstices between them, and the backs of the molars. Odol arrests all bacterial and fermentation processes which destroy the teeth. It follows that everyone who cleanses his mouth and teeth with Odol daily, morning and night, protects his teeth from decay and preserves them until late in life.

## IS GOLF WORTH WHILE?

VARIED VIEWS OF THE UNIVERSAL GAME.

After Mr. Rudyard Kipling has inveighed against the "maddied oafs" at the goal and the "flannelled fools" at the wicket, we have now an attack on the grasshoppers on the links. A discussion has arisen whether the game of golf is good for the stability of the nation. Is it an ennobling game, or is it degenerate? The *Times* has published some interesting letters on the subject. T. W. W., one of their correspondents, protests against the "indecent posturings" of young women, the heavy betting among men, and particularly the creation of a new blind alley employment.

"Old Duffer," another correspondent, defends the game vigorously, and contends that it may properly be played by young people, not to the exclusion of more strenuous games, but as a variant.

"Anti-golf" returns to his previous attack. Having stated his objections to the game on general grounds, he now proposes to declare that golf in schools is a rampant evil.

Several letters on the topic have reached the *Evening Standard*. Some are given below.

H.O.W. writes:—I oppose golf strongly for two outstanding reasons—its bad

effect on health, and because it plays a leading part in the growth of national sickness. Business is neglected, so that the keen golfer may dash away at odd intervals to his favourite links. Again, in order that the rich may save themselves the trouble of carrying their clubs, a new blind alley employment has been made for their less fortunate brothers—what could be more selfish! Let us turn to the bad effect on health. The game of golf has been the cause of many nervous breakdowns, and I have seen many men collapse under the strain of an important match. "Don't play golf, and be perfectly happy and healthy" is my motto; perhaps some of your readers will agree with me.

D.R.T. says:—Perhaps if we could kill the craze for golf the "Golf Fiend" might die a natural death. The "Golf Fiend" is an abomination to society. He gets up at unearthly hours and rushes to the links, and, on his return, bores us with uninteresting accounts of how he held out in 2, or reached the green from a supposed unplayable position.

S.A.R. observes:—I think that golf tends to dull the brain. It makes a man slow and lethargic. It puts the brake on his intellect. It is surely absurd to see supposititiously sensible men walking miles round links trivolling about with a "ball" they often lose. Golf is, I believe, a favourite game in lunatic asylums.

## WIRELESS.

It would be noticed that the Ministry of Communications denied the telegraphic news sent out by Reuter that the Marconi Company had concluded an agreement with the Chinese Government for the erection of eight wireless stations. This report is believed to have been a "feeler," but it indicates the competition that is proceeding between the Telefunken Company and the Marconi Company for privileges in China.

## THE PEKING CLIMATE.

A few days ago the thermometer was registering in the region of the 100's in the shade, and Peking was taking the heat seriously by planning for trips to the seaside and to the hills. Fortunately, the heat has lessened to somewhere about 85 and 90, and the summer temperature is comfortable. With all that, one need not perspire except in taking exercise, a fact which shows how immeasurably superior the climate here is to your moist atmosphere with its dripping days and clammy nights.

## THE LIGHT SIDE OF LIFE OVER SEAS.

## AMUSING SPEECH BY MR. HARCOURT.

WARM TRIBUTE TO EMPIRE WORKERS.

Mr. Harcourt, as Secretary for the Colonies, presided on the 18th ult. over the annual dinner of the Coronation Club, and in a most amusing speech reviewed the progress of the ports of the Empire which came under his administration. Appended are some of the points he made:

## THE FAR EAST.

Wei-hai-wei basked in an unchangeable calm like the centre of a cyclone. Hongkong had its occasional troubles, which varied between the currency of plague and the plague of currency. (Laughter.)

The Federated Malay States exhibited all the characteristic symptoms of the highest civilisation, such as gifts of breadstuffs and floating of loans. (Laughter.)

One of the rulers, being told the other day that his gaol was in an unsatisfactory condition, suggested that it should be abolished, a happy picture of an Eastern Utopia. (Laughter.)

## HIS PREDATORY FRIEND.

Mauritius was enjoying a condition of promise and prosperity which had never been exceeded in its history, to say nothing of the enviable possession of an accumulated surplus of four millions of rupees—an incident which he should not like to come to the knowledge of his predatory friend and colleague, the Chancellor of the Exchequer. (Great laughter.)

Mr. Harcourt, touching on Somaliland, paid a tribute to the "splendid bravery of Corfield, Dunn and Summers."

## IGNORANCE OF GEOGRAPHY.

Criticism was not always fully instructed, as he realised when the spokesman of a distinguished deputation treated Monbasa as a port on the coast of Northern Nigeria. (Laughter.)

It was refreshing to find that modern and mercantile men might be as weak in geography as Shakespeare when he spoke of the coast-line of Bohemia. (Laughter.)

"The Magadi Railway is completed," continued Mr. Harcourt, "and the production of the Soda Lake will, I suppose, soon come into commerce, though not, as one of my friends thought the other day, in combination with whisky. These little disappointments are sent to try us—and they do. (Laughter.)"

One must not, I suppose, expect too much public knowledge on the subject of our African possessions, but I admit I was surprised and disappointed when a learned member of Parliament asked me the other day whether in order to ensure the safety of residents on the Usia Gishu plateau in East Africa, I would make representations to the Government of Abyssinia. (Laughter.)

Sierra Leone was proving the truth of the old adage that cleanliness is next to godliness, for the work of the missionaries had been closely succeeded by the activities of the soap-boilers. (Great laughter.)

He had a little trouble about the oil palm, which seemed to some suspicious souls to suggest palm oil, but he was able to assure the House of Commons that the concessions were only intended as a lever—(laughter)—for native advancement.

## MILES OF DESPATCHES.

The Gold Coast under Sir Hugh Clifford was enjoying such a thoroughly personal inspection as it had perhaps never experienced before, and he had been sharing in the Governor's enjoyment through his despatches, which were a literary and peripatetic treat.

An ingenious friend had calculated that if they were typed in one continuous line it would easily reach to the Gold Coast and back. (Laughter.) But so long as he wrote of such interesting tours no despatch could be too long, and he wished him many another tour on his bicycle, on which he appeared as a cross between Mercury and Mazepa.

## DEVELOPMENTS IN NIGERIA.

Nigeria had survived and enjoyed a visit from Mr. Strachey. It was believed he emulated the horsemanship of the Haussas and the motor prowess of the Governor-General. But he had returned a changed man, with the aloofness and authority of an Emir and the crudition of a coast lawyer. (Laughter.)

Sir Frederick Lugard was laying out a new capital on approved town-planning lines. He was strongly suspected of an intention to create taxable undeveloped land in its neighbourhood. (Laughter.)

## A SERIOUS NOTE.

After a brief reference to the West Indies and the Panama Canal, Mr. Harcourt concluded: "If to night I have seemed to treat some of the annual incidents of your life lightly, it has been out of consideration for your digestion, and not because I esteem lightly your labours or your success. In past years I have tried to tell the House of Commons what I think of the fidelity and efficiency of your administration, and I may do so again."

To those who do not understand its composition, it might seem a haphazard hotch-potch, but to those who know its inner working it is a delicate and complex machine. Its fuel and its force are the lives and minds of men; its lubricant is the good faith and good fellowship of the Service; its output is the credit and glory of the Empire. (Cheers.)

One would expect the gentlemen at San Francisco who are concerned in the promotion of the Panama-Pacific International Exposition to know whether Hongkong is or is not situated in the West Indies, but apparently in the "Division of Exploitation" there is doubt and uncertainty on the subject, for we received yesterday a letter addressed as follows:—

EDITOR,  
"HONGKONG DAILY PRESS,"  
HONGKONG,  
STRAITS SETTLEMENTS, BR. WEST INDIES.  
Thanks to the superior knowledge of geography possessed by the San Francisco Post Office officials, the communication reached us direct and not by way of the British West Indies and the Straits Settlements.

## INTIMATIONS

## BACK, HANDS AND FACE MASS OF SPOTS

Full of Water. Painful and Gores. Could Not Be Dressed Sometimes for Days. Used Cuticura Soap and Ointment. Completely Well.

"I started with a terrible skin disease. For eight years or more I was troubled with eczema. My back, hands and face came out in a mass of small red spots full of water, which was very painful and sore. I could not be dressed sometimes for days together. I tried all sorts of soap, but had an ointment made up, but none did me any good. I was about the same, very wretched and miserable. All I spent was in vain until I bought a box of Cuticura Ointment and a cake of Cuticura Soap. After I had used them I got much relief, and found the raw places getting soothed, healed and dried, and the inflammation going a lot. So I kept on with both Cuticura Soap and Ointment, and soon got completely well. I am clear as a bell to-day."

"My sister has been a dreadful sufferer. I have seen her raw on body, hands and face. So I sent her a box of Cuticura Ointment and Cuticura Soap. Now she would not be without Cuticura Soap and Cuticura Ointment as they have completely cured her." (Signed) Mrs. Rosanna Parry, Mar. 7, 1912.

Cuticura Soap and Ointment sold throughout the world. A sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. Towns & Co., Sydney; N. S. W. Potter Drug & Chem. Corp., Boston, U.S.A. For tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-9]

## CHS. J. GAUPP &amp; CO.,

## WATCHMAKERS AND JEWELLERS.

## SURVEYING AND NAUTICAL INSTRUMENTS.

## ZEISS PRISM BINOCULARS.

## SUN GLASSES.

## SILVER AND PRINCE'S PLATE.

Representative—

## MAPPIN &amp; WEBB, LTD.

LONDON.

## ALEXANDRA BUILDINGS,

CHATER ROAD.

[34]

## CALDBECK, MACGREGOR &amp; CO.

(ESTABLISHED 1864.)

MEDICAL AUTHORITIES agree that, during the HOT WEATHER, particular care is necessary as to what one drinks.

The CELEBRATED LONDON ANALYST, Dr. JOHN WINTER, Ph.D., F.R.S., &c., &c., has declared

AQUARIUS WATERS to be "Highly Aerated and in perfect condition and to be made from Pure Distilled Water." These Waters are therefore highly suitable for consumption during the Tropical Summer.

[91]



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 32. Telephone No. 12.  
Telegraphic Address: "Press."  
Codes: A.B.C. 5th Ed. Lieber's.

## NEW ADVERTISEMENTS

SALAMANDER INSURANCE COMPANY  
OF  
ST. PETERSBURG.

THE Undersigned, having been appointed AGENTS, are prepared to ACCEPT RISKS against Fire at Current Rates.

THE HOLLAND CHINA TRADING CO.  
Hongkong, 14th July, 1914. [940]

## WANTED.

WE Want AGENTS in your Country for our unique and Practical Novelties. Quick sales good profits. Of interest to Drapers, Fancy Goods Dealers, Jewellers, etc. Send for circulars and particulars. PRACTICAL NOVELTIES CO., LTD., 37, Hatton Garden, London, E.C., England. [936]

## GERMAN ART WORKS

PRODUCING as a speciality Chinese Printing Matter, desires to Communicate with Capable Firm for the Supply of ORIGINAL DESIGNS OF CHINESE ARTISTS for advertising (posters, &c.) Would make over the agency, if desired. Please apply enclosing specimens, if possible to—

CH. SEITZ, ART WORKS, MANNHEIM,  
(Germany). [937]

## METAL IMPORTERS OF HONGKONG.

NOTICE IS HEREBY GIVEN THAT a MEETING of METAL IMPORTERS will be held at the SECRETARY'S OFFICE, HONGKONG GENERAL CHAMBER OF COMMERCE, NEW GOVERNMENT BUILDING, on WEDNESDAY, 22nd July, at 4 P.M.

- BUSINESS:
- (1) To approve and adopt, if thought desirable, the form of contract proposed by the Provisional Committee, copies of which have been sent to all firms represented at the Meeting of Metal Importers held on 18th May, 1914.
  - (2) To consider whether or not an Association of Metal Importers shall be formed.
  - (3) If it is agreed to form an Association, to elect a Committee to draw up rules.

By Order,  
E. A. M. WILLIAMS,  
Secretary.  
HONGKONG GENERAL CHAMBER OF COMMERCE,  
Hongkong, 14th July, 1914.

All Metal Importers not represented at the Meeting held on 18th May, 1914, may obtain copies of the form of contract mentioned in the advertisement upon application to the HONGKONG GENERAL CHAMBER OF COMMERCE. [938]

## RICKMERS LINE.

## NOTICE TO CONSIGNEES.

THE Steamship  
"ELLEN RICKMERS,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 11 A.M.

All Claims must reach us before the 25th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

RICKMERS LINE,  
FERD. BO. NEMANN & Co.,  
Agents.  
Hongkong, 13th July, 1914. [939]

## S.S. "AMAZONE,"

## COMPAGNIE DES MESSEGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from London (S.S. "Medoo") and from Bordeaux (S.S. "Ville de Constan") in connection with above Steamers are hereby informed that their goods with the exception of Opium, Transients and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on under a bill of lading issued by the Undersigned. Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after 20th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th July, or they will not be recognized.

All damaged packages will be examined on the 18th July, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.  
Hongkong, 13th July, 1914. [2]

## NEW ADVERTISEMENTS

## NOTICE.

THE ESTATE IN CHINA of J. M. THOBURN, late of Nanning, is being dealt with by the Undersigned. All Claims against or monies due to the Estate should be forwarded at once.

W. J. B. FLETCHER,  
Acting British Consul.  
Wuchow, 10th July, 1914. [935]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains—  
Far Eastern News.  
Local Developments.

Anglo-Japanese "Reciprocity."  
The West River Flood.  
The Outlook in China.  
The Floods.  
Canada and Hindu Immigration.

Random Reflections.  
Hongkong.  
Official Appointments.  
Hongkong Tramway Co., Ltd.  
Correspondence—  
Music for Business Men  
The Star Ferry Co.

Shipping Notes.  
Kowloon-Canton Railway Damaged.  
Tung Wa Hospital and West River Victims.  
The West River Floods.  
The Hongkong University.  
Supreme Court.

The Situation in Kwangsi.  
Insurrection Chinese Crews.  
The Hongkong Chess Club Shield.  
The Director of Health in the Philippines.  
Notable Trip of H.M.S. "Woodlark."  
The Tin Sump.

The Eastern Pioneer Co.  
The China Tea Trade.  
Benefits of Confucianism.  
The Rateable Value of Hongkong.  
The Rate War in Far Eastern Shipping.

Banque De L'Indo-Chine.  
Onerous Quarantine in Japan.  
Singapore Solicitor Knighted.  
Shooting Misadventure.  
An Eastern Newspaper's Jubilee.

British and Belgian Industrial Bank.  
Hongkong Legislative Council.  
The "Glorious Fourth."  
A French Dressmaker's Loss.

A Shantung Hawk's Adventure.  
Ship's Officers' Strained Relations.  
A National Museum for China Wanted.  
Making Himself at Home.

A "Scapgoat's" Heavy Fine.  
Brutal Murder at Taikoo Dock.  
The New Governor of Kwangtung.  
An Umbrella Story.

Macao Notes.  
The Typhoon.  
Appointments.  
The "Tai On" Piracy.  
An Insane Chinese at Wanchai.

Sale of a Kyoto Hotel.  
Peking Notes.  
Flood Relief Fund.  
Hongkong Puzzle.

Hongkong and Shanghai Bank.  
Sequel to a Fight.  
British Consular Changes.  
The Rickmers Line.  
Company Report.

Steen Laundry Co., Ltd.  
Royal Hongkong Golf Club.  
Telegrams.  
Commercial.  
Shipping.

Extra Copies 30 cents each, Cash.  
Copies can be posted from this Office to addresses sent; including postage 34 cents each.  
\$1 Cash for three copies.  
Subscription: \$12 per annum, payable in advance; postage \$2.  
Hongkong, 14th July, 1914.

## INTIMATIONS

## CONSULAT DE FRANCE, HONGKONG.

TWO-DAY (TUESDAY), 14th of July, being the FRENCH NATIONAL FETE, the Acting Consul-General for France will be pleased to Welcome at his Office, Prince's Building, between 10.30 and 12.30, the Members of the French Community, his Foreign Colleagues, British Officials and Officers, as well as all other Friends who may wish to call on that occasion.  
Hongkong, 11th July, 1914. [933]

## THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the SHAREHOLDERS of this Company will be held at the Office of the General Managers at Noon on MONDAY, 27th inst., instead of as previously notified.

By Order,  
A. SHELTON HOOPER,  
Secretary to  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,  
General Managers.  
Hongkong, 7th July, 1914. [913]

## WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc.  
For terms, apply to the Headmaster, HERBERT L. BEER, L.C.P.  
[1343]

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.  
We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.  
Ring us up and come to an arrangement before the chance is lost.  
H. E. VICTOR,  
6, Des Vaux Road Central (First Floor).  
Telephone No. 650.  
Hongkong, 15th May, 1914. [710]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

SOLE AGENTS FOR  
SPALDING'S ATHLETIC GOODS.

## EVERY REQUIREMENT FOR GOLFERS.

WE HAVE JUST RECEIVED A SPLENDID SELECTION OF GOLF CLUBS.

FROM 65 CENTS EACH. GOLF BALLS 65 CENTS EACH.

ARCH COLONELS. DOMINO DIMPLES.  
WHITE " GLOBY "  
PATENT " MIDGET "  
HEAVY " BLACK AND WHITE "  
WOOD MILNES. SPALDING "BOB."  
BLUE CIRCLE.

## SPALDING "GOLD MEDAL" CLUBS.

DRIVERS AND BRASSIES. IRONS.  
FROM 5.50 EACH. PRICE 4.75

## R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S.  
PRICE FROM 4.00 EACH.

## TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS. PRICE 3.50 EACH.

## LADIES' AND LEFT-HANDED CLUBS.

STOCKED IN ALL MODELS.

## CADDY BAGS, TEES, GOLF GLOVES, CLOCK GOLF, GOLF PAINT, CAPTIVE GOLF.

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

## LANE, CRAWFORD &amp; Co.

THE NAME  
STANDS FOR  
THE LONGEST HISTORY.  
THE WIDEST EXPERIENCE.  
THE GREATEST MANUFACTURING RESOURCES.  
THE MOST COMPLETE AND COMPREHENSIVE PRODUCT.

The Largest Selling Organization of any concern in the Typewriter Business. From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRST AND ALWAYS.

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).  
SOLE AGENTS for  
HONGKONG, CANTON, SOUTH CHINA AND FORMOSA [54]

HAVE YOU USED  
KAMINIA OIL?  
(Registered).  
THE WORLD'S FAVOURITE  
HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.  
A sample phial will be sent free of charge to all who write for it.  
PRICE ... .. 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—  
KAMINIA PERFUMERY COMPANY,  
Bombay, India. [667]

## THE REPUBLIC MOTOR BOAT CO., LTD.

WANCHAI, PRAYA EAST. TELEPHONE No. 307.

THE above Company has for hire FAST and COMFORTABLE MOTOR BOATS, fitted with British Engines, for Picnic Parties and for carrying passengers to and from Vessels in the Harbour. Our representative will meet passengers at BLAKE PIER, where our boats will be stationed.

Terms \$2 per hour or part thereof, or \$1 per trip not exceeding 15 minutes.

Special arrangements for long runs and hiring by the day.

For further particulars, apply to—  
AH KING'S Shipway,  
WANCHAI.  
Hongkong, 27th June, 1914. [974]

## FOR SALE.

TWIN-SCREW KEROSENE MOTOR HOUSE-BOAT, 60' by 14'. Strongly built, oakwood throughout. Splendid accommodation. Suitable for bathing, picnic and excursion parties.

Apply—  
ULDERUP & SCHLUTER,  
21, Connaught Road Central.  
Hongkong, 9th July, 1914. [922]

## AUCTION

## BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION TO-MORROW WEDNESDAY, the 15th day of July, 1914, at 8 o'clock in the afternoon, at their Auction Room, THE VERY VALUABLE LEASEHOLD PROPERTY known as

THE REMAINING PORTION OF INLAND LOT No. 1217.

The property consists of—  
All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and Registered in the Land Office as the REMAINING PORTION OF INLAND LOT No. 1217 together with the Buildings thereon known as Nos. 4 and 5, RIFON TERRACE, Victoria, aforesaid.

Particulars and conditions of sale may be obtained from the Vendor's Solicitor, Mr. GEO. K. HALL BRUTTON, York Building, Chater Road, and also MESSRS. HUGHES & HOUGH, The Auctioneers, Hongkong, 6th July, 1914. [917]

## TO LET

## QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 17th June, 1914. [838]

## TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES on 1st Floor of 12 and 14, Queen's Road Central.  
Apply to—  
CHRISTOPHER WILLSON,  
18, Bank Buildings.  
Hongkong, 17th June, 1914. [57]

## TO LET.

From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.

Apply to—  
S. J. DAVID & Co.,  
Prince's Buildings.  
Hongkong, 7th February, 1914. [254]

## TO LET.

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—  
HUMPHREYS ESTATE & FINANCE Co., Ltd.,  
Alexandra Buildings.  
Hongkong, 19th May, 1914. [695]

## TO LET.

OFFICES in Hotel Mansions. From 1st September next.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 8th July, 1914. [915]

## TO LET.

NO. 7, STEWART TERRACE, PEAK, thoroughly renovated and in good order.

NO. 9, BEACONFIELD ARCADE, Shop, ROOMS in Queen's Road Central.

NO. 55, ELGIN TERRACE, newly painted and colourwashed.

NO. 19, SHELLEY STREET.  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 25th June, 1914. [55]

## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... .. \$15,000,000  
Reserve Funds—  
Sterling ... .. \$1,500,000 at 2/6—\$15,000,000  
Silver ... .. \$17,650,000

Reserve Liability of Proprietors \$15,000,000

## COURT OF DIRECTORS.

Hon. Mr. D. LANDELL—Chairman.  
W. L. PATTENDEN, Esq.—Deputy Chairman.  
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G. T. M. EDKINS, Esq. J. A. PLUMMER, Esq.  
C. S. GIBBY, Esq. Hon. Mr. B. SELLIM.  
C. H. HOLYOAK, Esq. H. A. SICKS, Esq.  
C. Landgraf, Esq. Ad. Widmann, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—J. D. SMART.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits:

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

For 18 months, 4 1/2 per cent. per annum.

For 24 months, 5 per cent. per annum.

For 30 months, 5 1/2 per cent. per annum.

For 36 months, 6 per cent. per annum.

For 42 months, 6 1/2 per cent. per annum.

For 48 months, 7 per cent. per annum.

For 54 months, 7 1/2 per cent. per annum.

For 60 months, 8 per cent. per annum.

For 66 months, 8 1/2 per cent. per annum.

For 72 months, 9 per cent. per annum.

For 78 months, 9 1/2 per cent. per annum.

For 84 months, 10 per cent. per annum.

For 90 months, 10 1/2 per cent. per annum.

For 96 months, 11 per cent. per annum.

For 102 months, 11 1/2 per cent. per annum.

For 108 months, 12 per cent. per annum.

For 114 months, 12 1/2 per cent. per annum.

For 120 months, 13 per cent. per annum.

For 126 months, 13 1/2 per cent. per annum.

For 132 months, 14 per cent. per annum.

For 138 months, 14 1/2 per cent. per annum.

For 144 months, 15 per cent. per annum.

For 150 months, 15 1/2 per cent. per annum.

For 156 months, 16 per cent. per annum.

For 162 months, 16 1/2 per cent. per annum.

For 168 months, 17 per cent. per annum.

For 174 months, 17 1/2 per cent. per annum.

For 180 months, 18 per cent. per annum.

For 186 months, 18 1/2 per cent. per annum.

For 192 months, 19 per cent. per annum.

For 198 months, 19 1/2 per cent. per annum.

For 204 months, 20 per cent. per annum.

For 210 months, 20 1/2 per cent. per annum.

For 216 months, 21 per cent. per annum.

For 222 months, 21 1/2 per cent. per annum.

For 228 months, 22 per cent. per annum.

For 234 months, 22 1/2 per cent. per annum.

For 240 months, 23 per cent. per annum.

For 246 months, 23 1/2 per cent. per annum.

For 252 months, 24 per cent. per annum.

For 258 months, 24 1/2 per cent. per annum.

For 264 months, 25 per cent. per annum.

For 270 months, 25 1/2 per cent. per annum.

For 276 months, 26 per cent. per annum.

For 282 months, 26 1/2 per cent. per annum.

For 288 months, 27 per cent. per annum.

For 294 months, 27 1/2 per cent. per annum.

For 300 months, 28 per cent. per annum.

For 306 months, 28 1/2 per cent. per annum.

For 312 months, 29 per cent. per annum.

For 318 months, 29 1/2 per cent. per annum.

For 324 months, 30 per cent. per annum.

For 330 months, 30 1/2 per cent. per annum.

For 336 months, 31 per cent. per annum.

For 342 months, 31 1/2 per cent. per annum.

For 348 months, 32 per cent. per annum.

For 354 months, 32 1/2 per cent. per annum.

For 360 months, 33 per cent. per annum.

For 366 months, 33 1/2 per cent. per annum.

For 372 months, 34 per cent. per annum.

For 378 months, 34 1/2 per cent. per annum.

For 384 months, 35 per cent. per annum.

For 390 months, 35 1/2 per cent. per annum.

For 396 months, 36 per cent. per annum.

For 402 months, 36 1/2 per cent. per annum.

For 408 months, 37 per cent. per annum.





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Female System, such as Pains, Head-

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remedy. The name of the Remedy is

MARTIN'S APIOL & STEEL PILLS.

Prepared by Dr. J. B. Martin, Paris.

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ON SALE.

HONGKONG HANDBOOK REPORTS

OF THE MEETINGS OF THE

LEGISLATIVE COUNCIL for the

Session 1913.

REVISED BY THE MEMBERS.

PRICE ... .. \$5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914.

**GERMANY'S NEW TRADE  
CAMPAIGN.**

**AND THE KAISER'S ACTIVE  
SHARE IN IT.**

[BY THE "DAILY MAIL" BERLIN  
CORRESPONDENT.]

"Full Steam Ahead!"

In these words Germany's new trade and shipping campaign of world-conquest is authoritatively summarised by one of the Grand Admirals of the German mercantile marine, Dr. Philip Heineken, Director-General of the North German Lloyd. The words occur, fitly enough, at the end of a panegyric on the Kaiser as the supreme architect of German sea power, both naval and mercantile, and the monumental silver jubilee work "Germany under Emperor William II."

It is this policy which is behind the impending German invasion of New Zealand ports. It is the policy of "Full Steam Ahead!" which is placing fifty and sixty thousand-ton German vessels in the North Atlantic at the rate of two or three a year. It is "Full Steam Ahead!" which has banished obsolete cargo-boats from the South-American service, and installed in their stead a whole fleet of 22,000-ton liners-de-luxe, destined to make still greater the lion's share of trade with Brazil and Argentina which Germany already commands. It is "Full Steam Ahead!" which inspires German lines to lay down ships for the Australian and Far Eastern trades in groups of seven. It is "Full Steam Ahead!" which has caused German banks, navigation companies, and exporters to launch within the past few months a series of international leagues for the systematic propagation of German commerce on lines so far-reaching and comprehensive that hardly a market in the world is not embraced in their vision.

VITAL IMPORTANCE TO GREAT BRITAIN. Sir Owen Phillips does well to warn Englishmen that the expansion of German shipping is no less important to British interests than the development of the Kaiser's Navy. From one point of view it is even more vital. If Germany attains her ambition to dominate the world's markets—and it can be realised only at the expense of Great Britain—provision of the wherewithal for a superior Navy will be an even graver matter for the British taxpayer than it is already.

The German mercantile marine had its very mainspring in the determination to monopolise German trade from slavish dependence on English vessels. That humiliating condition was not effectually remedied until Bismarck inaugurated his great policy of vigorous Government support for shipping—an export trade, consisting of ship subsidies, protective tariffs, acquisition of Colonies, and conquest of new markets—an energetic and far-seeing policy," says Herr Heineken, "which has borne the richest fruits under the regime of the Emperor William II."

At another point Herr Heineken refers to "the ruthless fiscal policies of foreign States, especially England and Holland," which throttled the growth of German shipping during the first half of the nineteenth century; and he charges the English Navigation Acts with having "absolutely shackled" German sea-traffic with England and the British Colonies. German shipping, in other words, had to struggle for its very birth-right against British oppression and competition. Men of the Ballin and Tirpitz era would have to be something more than human if anything but "Full Steam Ahead!" were their policy toward British shipping to-day.

A COMPANION TO GREAT TRADE. The significant thing about the German mercantile marine is that it is not merely a trade carrier but a trade finder, a pioneer in the highest sense of that oft-misused term. The ships of Hamburg and Bremen do not lie lazily at anchor at home or in foreign ports waiting for trade to turn up like some haughty chauffeur on a cab-rank. They make it their business to create trade. That is why Herr Ballin organized an "independent" German exhibit for the Panama-Pacific Exposition when the German Government officially declined to do so. That is why he offered to transport German wares to and from San Francisco free of charge, and to carry British exhibits on the same terms, if desired. That is why the Hamburg-American and the North German Lloyd Lines are in the forefront of the new associations forming month by month for market-exploitation in every quarter of the globe. German shippers believe implicitly that trade follows the flag. It is always their flag—the German merchant emblem—which is carried in front of the German commercial army. The naval ensign is never far behind.

To the Kaiser the mercantile marine is as dear as his Navy itself. He attends the launchings of mammoth liners and takes trial trips in them. He congratulates the "Hapag" and the Lloyd on every new achievement—the opening of a service, the attainment of a speed record, the noteworthy act of a captain. He showers honours upon Herr Ballin and Herr Heineken, serves as patron-maker when their lines quarrel, and gives Hamburg and Bremen often and regularly with his presence. He despatches Admiral Prince Henry of Prussia on the maiden voyage of the liner-de-luxe which is to inaugurate a new epoch in Germany's designs on South America, assigns him the simultaneous mission of touring Argentina, Chili, and Brazil, and orders Germany's two newest Dreadnoughts to cruise in South American waters at the same time.

IMMENSE PROGRESS. Figures, people say, talk. Never have they told a more eloquent story than the statistical record of German shipping. In 1900 the Kaiser's mercantile marine totalled 2,453,389 tons. To-day it is more than double—5,050,000 tons—and is the second largest in the world. The German mercantile marine is, of course, far behind Great Britain's tonnage of roundly 19,500,000, but it has increased 30 per cent. since 1910, as against Great Britain's increase of 7.4 per cent.

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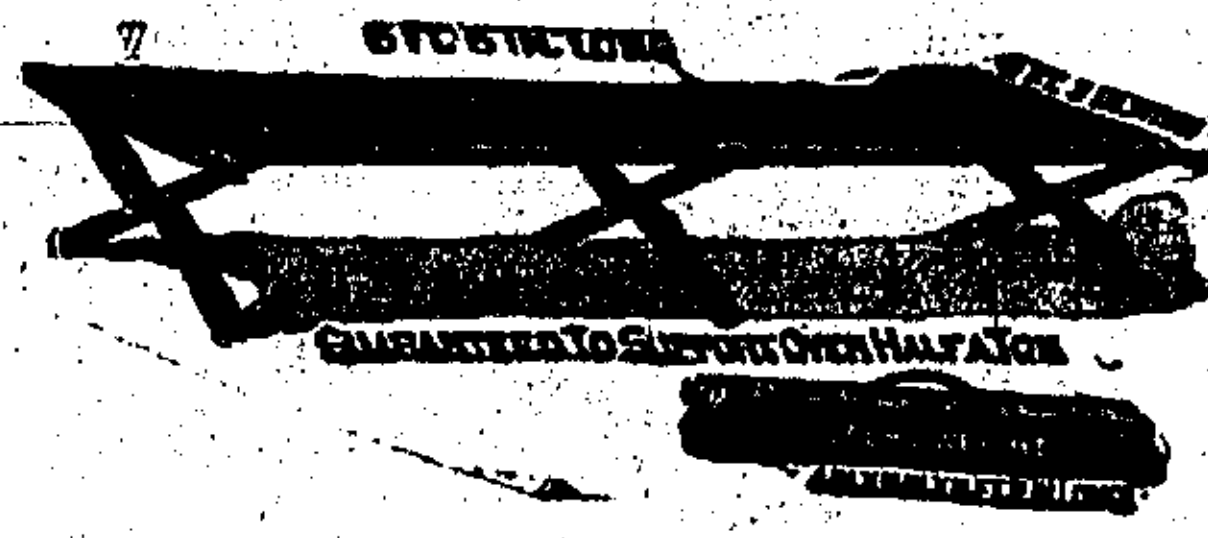
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[1049-1]

## Summer Excursions TO JAPAN

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Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

**JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.**

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE
2 July	3 July	12 July	17 July	14 July	29 July	31 July	31 July
9 July	10 July	19 July	24 July	21 July	5 Aug.	7 Aug.	7 Aug.
16 July	17 July	26 July	31 July	28 July	12 Aug.	14 Aug.	14 Aug.
23 July	24 July	2 Aug.	7 Aug.	4 Aug.	19 Aug.	21 Aug.	21 Aug.
30 July	31 July	9 Aug.	14 Aug.	11 Aug.	26 Aug.	28 Aug.	28 Aug.
6 Aug.	7 Aug.	16 Aug.	21 Aug.	18 Aug.	3 Sept.	5 Sept.	5 Sept.
13 Aug.	14 Aug.	23 Aug.	28 Aug.	25 Aug.	10 Sept.	12 Sept.	12 Sept.
20 Aug.	21 Aug.	30 Aug.	4 Sept.	1 Sept.	17 Sept.	19 Sept.	19 Sept.
27 Aug.	28 Aug.	6 Sept.	11 Sept.	8 Sept.	24 Sept.	26 Sept.	26 Sept.
3 Sept.	4 Sept.	13 Sept.	18 Sept.	15 Sept.	1 Oct.	17 Oct.	17 Oct.
10 Sept.	11 Sept.	20 Sept.	25 Sept.	22 Sept.	2 Oct.	4 Oct.	4 Oct.
17 Sept.	18 Sept.	27 Sept.	2 Oct.	29 Sept.	11 Oct.	13 Oct.	13 Oct.
24 Sept.	25 Sept.	4 Oct.	9 Oct.	6 Oct.	18 Oct.	20 Oct.	20 Oct.
1 Oct.	2 Oct.	11 Oct.	16 Oct.	13 Oct.	25 Oct.	27 Oct.	27 Oct.

Returning via Manila.

Steamers proceeding via Manila do not call at Shanghai.

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Including the 62,000-ton "big sister" of the *Vaterland* and *Imperator* to be launched on June 20th, and seven other ocean-going vessels now on the stocks (which include three 21,000-ton liners for the South American trade), the Hamburg-American Line has a tonnage of 1,360,380, contained in 194 ocean-going vessels. In 1888, when Herr Ballin joined the "Hapag," as the Hamburg-American Line is called, its capital was \$750,000 and gross profits \$125,000. To-day the capital is \$9,000,000, and in 1913 the line earned \$2,926,050. While the recent general meeting was voting to increase the capital from \$7,500,000 to \$9,000,000, it had been quadrupled between 1897 and 1913—a shareholder suggested that at the present rate the company's capital in 1927 would be \$25,000,000. "I hope so," quietly rejoined Herr Ballin, "for we may be sure in that event that conditions will make such a capital extremely useful."

The North German Lloyd's ocean fleet of 101 vessels accounts for gross tonnage of 982,857, including two liners of 25,000 and 25,000 tons soon to enter the Trans-

atlantic service, and fourteen vessels building for the Australian and Far Eastern trades. In 1888 the Lloyd's capital was \$1,000,000. It is now \$6,250,000. The Hamburg-South American Line (controlled by the "Hapag") owns a fleet of thirty-seven liners, soon to include two 19,000-ton vessels. The Hansa Line of Bremen, which concentrates on India and the Far East, operates sixty-three ocean vessels with a tonnage of 419,258, and is building fifteen new ships. The Hansa pays a 20 per cent. dividend, a striking testimonial of the success with which German shipping is at work on the other side of the world.



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[514]

**NOTICES TO CONSIGNEES**

**NOTICES TO CONSIGNEES**

THE "INDRA" LINE, LIMITED.  
NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAGHRI"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 15th inst. will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 14th inst., at 9 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 8th July, 1914.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE"

Arrived Hongkong on 9th July, 1914.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.

Hongkong, 9th July, 1914.

**PASSENGERS.**

ARRIVED.

Per *Luchow*, from Shanghai, Mr.

Chilton and Mr. Doherty.

Per *Amazona*, for Hongkong, from

Saigon, Mr. G. Caillard, Mrs. Walther

and Mrs. Condamine.

Per *Kitani Maru*, for Hongkong, from

Japan, etc., Major and Mrs. J. C. Craster

and children, Miss M. Furze, Capt. W.

Ehrhardt, Mr. and Mrs. R. A. Toebot, Miss

K. Cameron and Mrs. J. Winters.

Per *Katori Maru*, for Hongkong, from

Singapore, etc., Mr. Henry Cruz, Mr.

H. W. J. Edwards, Miss J. M. Van

Flenten, Mr. G. Riehl, Mrs. S. W.

Scudder, Dr. Ida S. Scudder, Mr. John

Scudder, Mrs. J. C. van der Staay, Mr.

D. A. Allan, Mr. J. E. Anderson, Mr.

Thos. Grant and Mr. J. Rongeeven.

Per *Chifu*, for Hongkong, from

Kobe, etc., Messrs. W. de Shimoga,

Yoshimoto, Shoyomoto, Kossaka, Kami-

yama, Hamaka, Yuwaki, P. and S.

Inaba, Obajima, Kusimoto, Urashima,

Osaki, Haragawa, from Shanghai, Mrs.

H. O. Pereira and 3 infants, Mr. Hornby,

Mrs. G. M. P. Carneiro, Sir and Lady



## COMPANY REPORT.

## THE INDO-CHINA STEAM NAVIGATION CO., LTD.

The thirty-third ordinary general meeting of this Company was held at the offices of the Company, 29, Cornhill, E.C., on Friday, the 12th June, Mr. H. Kewick, M.P., Chairman, presiding.

The Secretary (Mr. A. G. Wells) read the notice, convening the meeting and report of the auditors.

The Chairman—Gentlemen, following the usual practice we will take the report and accounts as read. Before I go on with the general business of the meeting I must allude, with sorrow, to the death of Mr. William Paterson. He was the long senior member of the Board. His long experience and sound advice were always of the greatest value to us, and I am sure that all present share in the regret of the Board at the loss of such a good friend and of such a valuable man on the directorate. The date of this meeting is somewhat earlier than usual, and I only mention it because on previous occasions the Chairman has been requested to advance, if possible, the date of the meeting. My predecessors promised to comply with this request so far as they were able to do so. You must remember that the accounts are constantly growing in volume, that widely separated agencies have to make returns, and that there are varying currencies at these branches, so that before the accounts can be brought down to one common factor a great deal of labour and time has to be expended. With regard to the interim dividend, the directors are keeping before them, and have kept before them, the advisability of paying such whenever they consider the position justifies it, and we are glad, therefore, to be able to do so when the earnings, early in the period under review, showed that we would probably have a good year.

As regards the balance sheet items I have but little comment to offer. The first mortgage debentures are reduced by £18,700, the amount annually drawn for redemption. Underwriting account is less by £7,087 15s. 8d. This is due to several heavy average cases. On the other side the item of sundry debtors in London and China shows a considerable increase, due in part to the payment by the underwriters of the *Tingpang's* loss in 1914, which figures as an amount receivable in the present statement, and also to heavier balances in China, which are necessarily larger in good than in less prosperous years. In commenting upon the accounts I have to congratulate the shareholders on a continuance of the favourable trade conditions experienced in 1913, and, as the earnings themselves indicate, an improvement on the level of the preceding year—this notwithstanding the severe competition experienced on the Calcutta line from Japanese steamers. The item of net earnings of the steamers, on the credit side of the revenue account, amounts to £115,197 16s. 8d. Owing to our larger revenue the amount received on interest items on the credit side of the revenue account is necessarily greater. The remaining items on the credit side do not, I consider, call for any special comment. On the other side of the account we find our general charges are heavier than in 1913. Debenture interest has cost us slightly less, while depreciation is much the same. The same remark applies to premiums paid for redemption of debentures. I now come to the item of expenses of debenture issue, which we have reduced by £5,000. This item is in reality a dead asset, which represents the cost of placing and issuing our debentures. In a year which has not been unfavourable in its general results, such a step as writing off £5,000 from an unproductive item, will, I am sure, meet with your approval. The year closes with a credit balance of £50,447 2s. 3d., and we will now deal with the proposed allocation of this amount.

In February last, as I have already said, we distributed 3 per cent. as an interim dividend on the preferred shares, and your directors propose to pay the balance of the dividend in a few days. The total amount of this dividend is £14,876 14s., which leaves £35,571 3s. 3d. to be dealt with. After very careful consideration, we have decided to recommend the payment of a 5 per cent. dividend on the deferred shares, which will absorb £12,337 5s., and to carry forward £23,234 to 1914. There will also be a transfer of £8,173 3s. 3d. to the underwriting account.

As regards these last two items I have a few remarks to make. I think you all agree with the necessity of looking ahead and of making provision for the future while we are in a position to do so. I am sorry to say that the opening months of 1914 have shown most disappointing results as compared with those of 1913. The advice of our General Managers tells us that trade generally is poor, and that owing to the political unrest and financial stringency the native merchants are afraid to operate. The deprivations of the so-called "White Wolf" prevent merchants sending their goods into the interior, and there is a general feeling of lack of security and uncertainty. Meanwhile stocks are accumulating, and a resumption of favourable conditions is eagerly awaited. Whether we shall see a resumption of these favourable conditions early or late it is impossible, of course, for me to say. This fact alone affords ample justification for adopting a conservative policy at the present time, when matters are in such an unsettled condition, and justifies us in carrying forward £23,234. We think that by so doing we are only taking reasonable precautions for the future.

The transfer of £8,173 3s. 3d. to the underwriting account may appear to some shareholders as superfluous, but I would remind you that in past years this account has been heavily drawn upon for general purposes, and it is very desirable to replace these sums as opportunity offers. Moreover, the recent unfortunate loss of the *Empress of Ireland* will tell very heavily upon the Protection Association, of which we are members, and naturally we shall have to pay our share of any calls which may be made.

During the year we had the misfortune to lose the steamer *Tingpang*. This vessel was chartered to us by the British India Co. Ltd. on the 1st of January, 1913, and was in an exposed position, and the weather was not propitious; consequently the operations were not successful. To replace her we purchased in China the steamer *Yungong*, which has since been renamed *Tingpang*. Trade on the Borneo line called for the services of a special steamer, and we were fortunate in securing the *Farallands*, since renamed *Hwang*. She has proved a valuable acquisition to the fleet, as she is both economical and suitable for the timber trade. A steamer for the upper Yangtze trade is being built at Shanghai; she has been launched, and will shortly be ready for service.

In commenting generally upon the accounts, I may say that it is the general experience of those concerned in shipping that running expenses have greatly increased. One cannot earn good freight without finding that higher receipts spells greater expense for coal and other commodities. Labour also claims its share. We have recently had to consider a scheme for bettering the conditions of service of the Masters, Officers and Engineers of the Fleet, which involves the providing, by this Company, of a passage out and home with half-pay for six months after a satisfactory term of service. The scheme only came into operation in January last; consequently no part of the cost falls on the 1913 accounts, but the cost to the Company will be heavy, as, in addition to the outlay for passages and leave pay, this concession means carrying a much larger staff and consequently higher expenditure. It must be borne in mind that competition with Japanese lines is always severe by reason of the very cheap manner in which they are able to run their vessels, due mainly to the lower scale of wages which they pay their men, both ashore and afloat, and also to much lower running bills. These are obvious disadvantages which we have to contend against, but it is also the heavy subsidies enjoyed by the Japanese lines which makes their competition so formidable. I hope these facts are as fully appreciated by the staff in China as they should be, for under present conditions we feel that as a Company we have reached the limit of concession. With these remarks, gentlemen, I will conclude by moving: "That the report of the directors and the statement of accounts for the year, as presented, be approved and passed." I think the accounts are quite clear, but if any further explanations are desired I will endeavour to give them after the resolution has been seconded.

Mr. W. FISHER—I beg to second the Chairman's proposition.

The Chairman—Gentlemen, you have heard the resolution, proposed by myself and seconded by Mr. Fisher. If you have any questions to ask, will you kindly do so now.

No questions being asked, the resolution was put to the meeting and carried unanimously.

The Chairman—The second resolution is: "That a dividend of 3 per cent. in payment of the balance of the preferred ordinary shares dividend for the year 1913 be and is hereby declared, payable on the 15th inst." I beg to propose that Sir Edward Beauchamp, Bart., M.P.—I beg to second that resolution.

The resolution was unanimously agreed to.

The Chairman—The third resolution is: "That a dividend of 5 per cent. on the Deferred Ordinary Shares for the year ending 31st December, 1913, be and is hereby declared, payable on the 15th inst." I beg to propose.

Mr. E. COURINE—I beg to second that proposition.

The resolution was unanimously agreed to.

Mr. W. FISHER—I beg to propose: "That the appointment of Mr. Charles Henderson Ross as a member of the Board be and is hereby confirmed." I think the shareholders may be congratulated on the acquisition of Mr. Ross as a member of the Board. He is very highly valued by his colleagues on account of his long experience in China and his familiarity with the affairs of the Company.

Mr. E. COURINE—I have very much pleasure in seconding that proposition.

The resolution was unanimously agreed to.

The Chairman—The fifth resolution, which I beg to propose is: "That the retiring Directors, Sir Edward Beauchamp, Bart., M.P., and Mr. Edmund Cousins, be re-elected."

Mr. C. H. ROSS—I beg to second that proposition.

The resolution was unanimously agreed to.

Mr. J. R. MICHAEL—I have much pleasure in proposing: "That the Auditors, Messrs. Turquand, Youngs & Co., be re-elected at the same remuneration as formerly."

Mr. R. H. R. BURDER—I have much pleasure in seconding that.

The resolution was carried unanimously.

The Chairman—I have another resolution to propose to you, gentlemen: "That in place of the late Mr. William Paterson, Mr. A. P. Simpson, of Messrs. Westhead, King & Ramsay Limited, be and is hereby elected a Director of the Company." To those of you who may not know Mr. Simpson I would say that he has been for many years on the China Coast, and is connected with a firm doing a large business not only in Foshan but also on the Yangtze River and elsewhere. He is a man with knowledge of things Chinese, and of the conditions obtaining on the China coast generally. After long experience there, he has come home to take charge of the home end of the business, and I think that if you approve of his being elected to the Board we shall gain a worthy and sound Director. I beg to propose this resolution.

Sir Edward Beauchamp—I have much pleasure in seconding that.

The resolution was unanimously agreed to.

The Chairman—That is all the business of the meeting, gentlemen. I thank you for your attendance.

Mr. W. CUMIN SCOTT—Gentlemen, before we separate I think we ought to return thanks to the Chairman, the Directors and the staff for their able management of this Company during the past year.

Mr. J. R. MICHAEL—I have much pleasure in seconding that.

## YOU MAY REST ASSURED

that Beecham's Pills will be of great service to you if your stomach is out of order or your liver is sluggish. The conditions of life in these days are so strenuous that nearly everybody is at times overtaxed by various derangements of the digestive organs. Even the strongest and healthiest occasionally require a little corrective medicine. It is worth remembering that thousands of people have proved that

## BEECHAM'S PILLS

speedily exert a curative effect upon the disturbed organs and restore them to their normal healthy state. This splendid preparation has a world-wide reputation for relieving the ailments arising from stomach and liver and kidney disorders, such as indigestion, depression, flatulence, constipation, biliousness, headache, etc. If you have any such symptoms, take Beecham's Pills and, depend upon it, they

## WILL DO YOU GOOD.

Sold in boxes labelled price 2/6, 1/11d. & 2/9.

The motion was unanimously adopted. The Chairman—I thank you, sir, and you, gentlemen, on behalf of my colleagues and myself, and also on behalf of the staff, for your appreciation of our work. It is not always very easy to produce results such as those of this year, but I can assure you that the business occupies our full attention, and although one cannot promise equally good results for next year, at any rate if we are not successful it will not be for the want of trying. I thank you very much, gentlemen. The proceedings then terminated.

## SHIPPING IN PORT

## STEAMERS.

BENGLURU, British str., 2,679, Geo. McMillan, 3rd July—Mojji 28th June, Coal—Gibb, Livingston & Co.

BORNEO, German str., 1,344, Joh. Koehler, 6th July—Bandakan 28th June, General—Melchers & Co.

CANADA MARU, Japanese str., 3,709, H. Yamamoto, 11th July—Shanghai 8th July, General—Osaka Shosen Kaisha.

CHONGCHING, British str., 1,236, V. Liddell, 11th July—Shanghai 8th July, General—Matheson & Co.

CHONGCHING, German str., 1,021, F. Mink, 12th July—Swatow 11th July, Rice & 4 Teakwood—Butterfield & Swire.

CLAM, British str., 2,311, D. Davies, 6th July—Singapore 28th June, Bulk Oil—Asiatic Petroleum Co.

DEMONOUCUS, British str., 6,689, A. E. Dodd, 12th July—Singapore 7th July, General—Butterfield & Swire.

DEVAYONGSE, British str., 1,047, C. W. Shearer, 8th July—Singapore 4th July, Rice—A. Bune & Co.

ELLEN RICKMERS, German str., 2,652, Bruhn, 10th July—Antwerp and Singapore 4th July, General—Ferd. Bornemann & Co.

FAUSANG, British str., 1,400, H. S. Malkin, 10th July—Saigon 7th July, Rice—Jardine, Matheson & Co.

FUKUI MARU, Japanese str., 3,087, Miyakawa, 8th July—Mojji 2nd July, Coal—Mitani Bussan Kaisha.

HAYANG, British str., 1,363, A. E. Hodgins, 12th July—Swatow 11th July, Tea and General—Douglas Laiprak & Co.

HANYANG, British str., 1,214, Puckett, 11th July—Saigon 7th July, Rice—Butterfield & Swire.

HINSANG, British str., 1,895, A. O. Kennedy, 10th July—Sandakan 4th July, General—Jardine, Matheson & Co.

JOHANNES, German str., 951, A. P. Ulderup, 10th July—Doli, Singapore 4th July, General—Jensen & Co.

KATHE, German str., 1,208, Kristiansen, 10th July—Haiphong 7th and Holbow 8th July, General—Jensen & Co.

KAIJO MARU, Japanese str., 1,392, Y. Yamaoka, 11th July—Foshan 8th July, Coal—Osaka Shosen Kaisha.

KAWAKATSU MARU, Japanese str., 3,821, M. Nakamura, 8th July—Mojji 4th July, General—Nippon Yusen Kaisha.

KEONGWAI, German str., 1,115, P. Petersen, 7th July—Bangkok 28th June, Rice—Butterfield & Swire.

KIANG PING, Chinese str., 1,232, C. Udden, 7th July—Chinkiang 1st July, General—Chinese.

LAGETTES, British str., 1,940, A. Jenkyns, 5th July—Saigon 30th June, Rice and General—Chinese.

LAISANG, British str., 2,224, F. Mooney, 10th July—Singapore 4th July, General—Jardine, Matheson & Co.

LIANGCHOW, British str., 1,230, V. Benson, 11th July—Shanghai 7th July, General—Butterfield & Swire.

MEXICO CITY, British str., 3,179, N. A. Starkey, 7th July—San Diego 10th June, Ballast—Chinese.

PETROBAUR, Ger. str., 1,373, C. Gogswich, 10th July—Bangkok 28th June, Rice—Butterfield & Swire.

PRINZ SIGISMUND, German str., 6,000, A. Hurlitz, 10th July—Japan 4th July, General—Melchers & Co.

QUEEN ADELPHI, British str., 3,196, Smith, 11th July—Singapore 4th July, General—Ferd. Bornemann & Co.

SHIKOKU MARU, Japanese str., 999, Yonezaki, 8th July—Mojji 3rd July, Coal—Mitani Bussan Kaisha.

SHINYO MARU, Japanese str., 7,226, H. Stanley Smith, 6th July—San Francisco 6th June, General—Toyo Kisen Kaisha.

TAMON MARU, Japanese str., 1,842, J. Kasai, 4th July—Saigon 29th June, Rice—Order.

TAKADA, British str., 3,965, —, 8th July—Mojji 4th July, General—David Sassoon & Co.

TAMING, British str., 1,356, G. H. Pennefather, 11th July—Manila 8th July, General—Butterfield & Swire.

TENPAISAN MARU, Japanese str., 1,935, Tsurui, 9th July—Mojji 3rd July, Coal—Mitani Bussan Kaisha.

THILWONG, Dutch str., 3,061, A. Oldenburger, 4th July—Swatow 3rd July, General—Java-China-Japan Lijn.

TURBUGHAN MARU, Japanese str., 4,128, S. Haraka, 10th July—Mojji 6th July, Coal—Mitani Bussan Kaisha.

WINGSANG, British str., 1,517, T. H. Lishman, 10th July—Swatow 9th July, General—Jardine, Matheson & Co.

WONGKOL, German str., 1,115, H. Oltmanns, 3rd July—Bangkok 28th June, General—Melchers & Co.

YANOTSSE, British str., 5,487, J. Rodway, 8th July—Hankow 2nd July, General—Butterfield & Swire.

YEN TANG, Nippon Yusen str., 1,953, Y. Imai, 8th July—Wakamatsu 30th June, Coal—Mitani Bussan Kaisha.

YERMO MARU, Japanese str., 2,394, Somokawa, 10th July—Wakamatsu 3rd July, Coal—Osaka Shosen Kaisha.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Russia* left Nagasaki on the 13th July, at 3 p.m., and is due to arrive at Kobe on the 14th July, at 3 p.m.

The C.P.R. str. *Empress of Asia* left Vancouver on the 8th July, a.m.

The C.P.R. str. *Monteagle* left Kobe on the 11th July, p.m., and was due to arrive at Shimizu on the 12th July at 3.30 p.m.

The C.P.R. str. *Empress of India* left Nagasaki on the 12th July, at 3 p.m., and is due to arrive at Shanghai on the 14th July, at 3 a.m.

The P.M. str. *Siberia*, with the United States mail, left Yokohama on the 13th July for Hongkong via Manila, and is expected to arrive at this port on the 25th July.

The I.G.M. str. *York* left Colombo on the 12th July, p.m., and may be expected here on or about the 22nd July.

The str. *Rajah* left Sandakan on the 12th July, a.m., and may be expected here on or about the 16th July.

The H.A.L. str. *Emden* left Hankow on the 12th July, a.m., and may be expected here on or about the 17th July, p.m.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## BRITISH.

*Alacrity*, despatch-boat, 1,700 tons, 4 guns, 2,000 l.h.p., Comdr. A. Cochrane, Kobe, Weihai.

*Atlas*, admiral's flag, 615 tons, 1,400 tons, Hongkong.

*Bombardier*, gunboat, 710 tons, 900 l.h.p., Lt. Commr. V. B. Brandon, Weihai.

*Britomart*, gunboat, 710 tons, 900 l.h.p., Lt. Commr. P. B. Preston-Thomas, Hongkong.

*Cadmus*, British sloop, 1,070 tons, l.h.p., 1,400 f.d., Capt. M. S. Fitzmaurice, Yangtze.

*Cherub*, water tank and tug, 390 tons, 340 l.h.p., Hongkong.

*Clio*, British sloop, 1,070 tons, 1,400 l.h.p., Comdr. Macdonald, Yangtze.

*Colne*, T.B.D., 550 tons, guns 4.12 p.e., l.h.p., 1,400 f.d., Comdr. C. Seymour, Weihai.

*Chelmer*, T.B.D., 550 tons, guns 4.12 p.e., l.h.p., 750 f.d., Lieut. H. T. England, Hongkong.

*Fame*, T.B.D., Lt. Comdr. C. M. Blackman, Hongkong.

*Hampshire*, 10,850 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Weihai.

*Jed*, T.B.D., 550 tons, guns 4.12 p.e., l.h.p., 750 f.d., Lieut. G. F. A. Mulock, Hongkong.

*Kinsha*, 616 tons, 1,200 l.h.p., Comdr. H. Marryat, Yangtze.

*Merlin*, surveying ship, 1,070 tons, 6 guns, 1,400 l.h.p., Lieut. F. J. B. Gibson, Weihai.

*Lahn*, minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jerram, R.C.B.), 27,000 l.h.p., Capt. E. B. Kiddle, Weihai.

*Moorehead*, river gunboat, 180 tons, 2 guns, 800 l.h.p., Lt. Comdr. Alan Dixon, W. River.

*Newcastle*, 2nd class cruiser, 4,800 tons, turbines, 25,000 f.d., Capt. F. A. Powell, Weihai.

*Nightingale*, river gunboat, 85 tons, 240 l.h.p., Lieut. Comdr. Malcolm Murray, Yangtze.

*Kenne*, T.B.D., 550 tons, guns 2 p.e., l.h.p., 750 f.d., Lieut. F. A. H. Russell, Weihai.

*Bible*, T.B.D., 590 tons, 750 f.d., 6 guns, Lieut. Comdr. Wilkinson, Weihai.

*Robin*, river gunboat, 85 tons, guns 240 l.h.p., Lt. Comdr. J. Fleetwood-Nash, W. River.

*Rosario*, depot ship for submarines, 930 tons, 1,400 l.h.p., Lieut. Comdr. F. A. Cromie, Hongkong.

*Sandpiper*, river gunboat, 85 tons, 2 guns, 240 l.h.p., Lieut. Comdr. I. A. S. Hutton, Hongkong.

*Salpo*, river gunboat, 85 tons, 240 l.h.p., Lt. Comdr. M. R. J. Maxwell-Scott, Yangtze.

*Tamar*, receiving ship, 4,650 tons, 6 guns, Commodore A. R. Anstruther, C.M.G., Hongkong.

*Teal*, river gunboat, 180 tons, 2 guns, 800 l.h.p., Lieut. Comdr. S. P. B. Russell, Yangtze.

*Thistle*, gunboat, 710 tons, 900 l.h.p., Lt. Comdr. G. F. L. P. Page, Weihai.

*Triumph*, battleship, 11,785 tons, 12,000 l.h.p., A. Commr. A. S. Swannam, Hongkong.

*Clak*, T.B.D., 590 tons, 750 f.d., 6 guns, Lieut. Marwood, Weihai.

*Walden*, T.B.D., 590 tons, 750 f.d., 6 guns, Lieut. Comdr. P. J. Landon, Yangtze.

*Woodcock*, gunboat, 150 tons, 2 guns, 550 l.h.p., Lt. Comdr. M. B. B. Blackwood, Yangtze.

*Woodlark*, gunboat, 140 tons, 2 guns, 550 l.h.p., Lt. Comdr. Robin W. Lloyd, Yangtze.

*Yarmouth*, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochrane, Weihai.

Submarine—

C 36 D. J. M. Ghol. wis, Lieut.

C 37, J. A. Gaines, Lieut.

C 38, R. K. C. Pope, Lieut.

T.B. 635, Lieut. Handley.

T.B. 636, Lieut. Wiles.

T.B. 637, Lieut. Wyndham-Quin.

T.B. 638, Lieut. Seymour.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr. E. S. Abraham

Mr. G. M. Alport

Mr. A. Andra

Mr. & Mrs. A. Basso and 3 children

Mr. E. B. Lato

Mr. G. D. J. Bell

Mr. A. A. Bena

Mr. E. B. Bell

Mr. E. Bellman

Mr. F. G. B. B. B.

Mr. J. J. Cambridge

Mr. W. B. Chilton

Mr. H. Clasen

Mr. W. E. Clayton

Dr. A. L. E. F.

Mr. G. P. Curry

Mr. D. S. S. Douglas

Capt. & Mrs. A. J.

Mr. S. D. D.

Mr. S. D. D.

Mr. S. D. D.

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Mr. S. D. D.

Mr. S. D. D.

Mr. S. D. D.

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## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.  
(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

## PROPOSED SAILING FROM HONGKONG.

For BOSTON AND NEW YORK.  
S.S. "MUNCASTER CASTLE"  
On or about 17th July.  
For Freight and further information, apply to  
DODWELL & Co., Ltd.  
Agents.  
Hongkong, 30th June, 1914. [887]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION  
COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEEN,  
EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
AFRICA, PERSIA, GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICA PORTS.  
THE Steamship

"ASSAYE."  
Captain C. J. Caldwell, carrying His  
Majesty's Mails, will be despatched from  
this port for BOMBAY, on SATURDAY,  
18th July, 1914, at Noon, taking  
Passengers and Cargo for the above Ports in  
connection with the Co.'s s.s. "MEDINA",  
from Colombo, passengers' accommodation  
which vessel is secured before departure  
from Hongkong.

Ships and Vessels and Tugs and Cargo for  
Europe, and London (under arrangement)  
will be transhipped at Colombo into the  
Mail Steamer proceeding direct to  
Marseilles and London. Other Cargo for  
London, etc., will be conveyed via Bombay  
and transhipped to the s.s. "CALEDONIA",  
due in London on the 20th August, 1914.  
Passengers will be received at the Office  
until 4 P.M. the day before sailing.  
The contents and value of all packages are  
required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1914. [1]

GLEN LINE.  
(McGREGOR, GOW & CO., LTD.)

## FOR GLASGOW AND ROTTERDAM.

## THE Steamship

"GLENSTRAE."  
Captain Jos. McGilvray, will be despatched  
for the above Ports on or about 18th July.  
Saloon Fare, Hongkong to Glasgow,  
£40.  
For freight or passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 30th June, 1914. [846]

ORIENTAL AFRICAN LINE.  
FOR SINGAPORE, MAURITIUS, AND  
SOUTH AFRICAN PORTS.

## THE Steamship

"SALAMIS."  
4,500 tons, Captain D. A. Gardiner, will be  
despatched as above, on FRIDAY, 24th July,  
at Noon.  
For Freight and Passage apply to—  
THE BANK LINE, LTD.,  
Managing Agents.  
Hongkong, 11th July, 1914. [931]

THE "INDRA" LINE, LIMITED.  
FOR BOSTON AND NEW YORK.  
(With Liberty to Call at Malacca Coast.)

## THE Steamship

"INDRAKUALA."  
Captain A. H. Smith, will be despatched as  
above, on MONDAY, 27th July.  
This Steamer has excellent accommodation for  
a limited number of Saloon Passengers.  
For Freight and Passage apply to—  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Telephone No. 215, Sub. Ex. No. 9.  
Hongkong, 4th July, 1914. [903]

THE AMERICAN AND ORIENTAL  
LINE.  
FOR BOSTON AND NEW YORK VIA  
SUEZ CANAL.

(With liberty to call at the Malacca Coast.)

## THE Steamship

"ROYAL PRINCE."  
Captain Coull, will be despatched as above  
on WEDNESDAY, 5th August.  
This Steamer has excellent accommodation for  
a limited number of Saloon Passengers.  
For Freight and Passage, apply to  
ARNHOLD, KARBURG & Co.,  
General Agents.  
Hongkong, 8th July, 1914. [918]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A", nearest Hongkong "B", midway between Hongkong and Kowloon "C", and those vessels berthed at the Kowloon Wharf "D", together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON VIA URBAL PORTS OF CALL.	ASSAYE.	Brit. str.	—	G. J. Caldwell	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & ANTWERP	DEN OF RUTHVEN	Brit. str.	—	W. H. Swaney, R.M.B.	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
LONDON & ANTWERP VIA SINGAPORE, C.	NAGASA	Brit. str.	—	Eschenator	P. & O. S. N. Co.	On 19th inst.
MARSHALLS VIA SAIGON, S'PORE, COLOMBO, PORT SAID	CHILI	Brit. str.	—	—	—	On 22nd inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, C.	KITANO MARU	Brit. str.	—	—	—	On 22nd inst.
MARSHALLS, HAVRE, B'N'W' & HAMBURG	PRINCE	Brit. str.	—	—	—	On 22nd inst.
MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP	O. J. D. AHLERS	Brit. str.	—	—	—	On 22nd inst.
HAMBURG & ANTWERP	HORDE	Brit. str.	—	—	—	On 22nd inst.
GENOA, DUNKERK & HAMBURG	FRIBIA	Brit. str.	—	—	—	On 22nd inst.
HAVRE, ROTTERDAM & HAMBURG	EMDEN	Brit. str.	—	—	—	On 22nd inst.
HAVRE, B'N'W' & HAMBURG	SLERIA	Brit. str.	—	—	—	On 22nd inst.
HAVRE, B'N'W' & HAMBURG	MARKOMANIA	Brit. str.	—	—	—	On 22nd inst.
HAVRE, B'N'W' & HAMBURG	SHINDZODA M.	Brit. str.	—	—	—	On 22nd inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, C.	CANADA MARU	Brit. str.	—	—	—	On 22nd inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, C.	ANDALUSIA	Brit. str.	—	—	—	On 22nd inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, C.	TACOMA MARU	Brit. str.	—	—	—	On 22nd inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, C.	DEN OF AIRLIE	Brit. str.	—	—	—	On 22nd inst.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, C.	KOBERE	Brit. str.	—	—	—	On 22nd inst.
TRIESTE, VENICE VIA SINGAPORE, C.	SLERIA	Brit. str.	—	—	—	On 22nd inst.
NAPLES, GENOA, ALGERIE, LISBON, S'AMPTON, C.	KLEIST	Brit. str.	—	—	—	On 22nd inst.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	—	—	On 22nd inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	ROYAL PRINCE	Brit. str.	—	—	—	On 22nd inst.
VANCOUVER VIA SHANGHAI, JAPAN, C.	MONTEAGLE	Brit. str.	—	—	—	On 22nd inst.
VANCOUVER VIA SHANGHAI, JAPAN, C.	SHINTO MARU	Brit. str.	—	—	—	On 22nd inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, C.	KOREA	Brit. str.	—	—	—	On 22nd inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, C.	CHINA	Brit. str.	—	—	—	On 22nd inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Brit. str.	—	—	—	On 22nd inst.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	—	—	On 22nd inst.
AUSTRALIAN PORTS VIA MANILA	PRINCE WALDEMAR	Brit. str.	—	—	—	On 22nd inst.
JAPAN	YITODAS	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	KATORI MARU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	DILWABA	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	PRINCE WALDEMAR	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	KUMANO MARU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	CHONGHONG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	KUROWA	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	TAMBU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	WINGANG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	LIANGCHOW	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	LAISANG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	CHOWANG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	LUCHOW	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	DYANBA	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	SENGAMBA	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	CHYLOU MARU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	YINGHONG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	YONOR	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	BOREMA	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	CHINA	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	YITIKI	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	KAIJO MARU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	SOSHU MARU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	DAIGO MARU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	HAIRANG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	HAIDUNG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	HAITAN	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	TAMING	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	LOONGSANG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	TEAN	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	YONGA	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	YITABORI	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	INDO MARU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	PRINCE MARU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	TAKADA	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	KUTSANG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	SALAMIS	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	TOMA MARU	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	HINSANG	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	BOREMA	Brit. str.	—	—	—	On 22nd inst.
Kobe & YOKOHAMA	SUNGKANG	Brit. str.	—	—	—	On 22nd inst.

CANADIAN PACIFIC  
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL			FROM L'POOL		FROM VANCOUVER						
STAMBERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Van-cou-ver	Quebec	Liver-pool	Liver-pool	Quebec	STAMBERS	Van-cou-ver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong	
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive	
EMPERESS OF INDIA	Wed'day 22 July	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	12 June	19 June	EMPERESS OF INDIA	25 June	9 July	10 July	12 July	14 July	17 July	
EMPERESS OF ASIA	Wed'day 5 Aug.	8 Aug.	9 Aug.	11 Aug.	13 Aug.	22 Aug.	27 Aug.	3 Sept.	26 June	3 July	EMPERESS OF ASIA	9 July	20 July	21 July	23 July	27 July	29 July	
EMPERESS OF JAPAN	Wed'day 19 Aug.	22 Aug.	24 Aug.	26 Aug.	28 Aug.	9 Sept.	17 Sept.	24 Sept.	10 July	17 July	EMPERESS OF JAPAN	23 July	6 Aug.	7 Aug.	9 Aug.	11 Aug.	14 Aug.	
EMPERESS OF RUSSIA	Wed'day 2 Sept.	5 Sept.	6 Sept.	8 Sept.	10 Sept.	19 Sept.	24 Sept.	1 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	19 Aug.	22 Aug.	25 Aug.	
EMPERESS OF INDIA	Wed'day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	24 July	31 July	EMPERESS OF RUSSIA	6 Aug.	17 Aug.	18 Aug.	20 Aug.	24 Aug.	26 Aug.	

## PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	£71.10	£71.10
EMPERESS OF ASIA	£65	£65
EMPERESS OF JAPAN	£65	£65
EMPERESS OF INDIA	£65	£65
MONTEAGLE	£43	£45

Hour of Departure.—All Steamers sail from Hongkong at Noon.  
Passengers purchasing Trans-Pacific Round Trip tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamer of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.  
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.  
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes: Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.  
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.  
HOTELS.—This service furnished by the Company's chain of Hotels is unsurpassed.  
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.  
Passengers may proceed by Rail between Ports of Call in Japan if so desired.  
Routes from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA, AND VICTORIA, B.C.  
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—  
D. W. ORADDOCK,  
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

## SHIPPING

## ARRIVALS.

BULYSES, British str., 3,558, C. P. Arnold, 11th July—Singapore 4th July, Bulk Oil—Asiatic Petroleum Co.  
CHILI, French str., 6,112, P. de Boussea, 13th July—Shanghai 9th July, General—Messageries Maritimes.  
CHOVSANG, British str., 1,424, S. Finderson, 13th July—Swatow 2nd July, General—Jardine, Matheson & Co.  
ERVIKEN, Norwegian str., 1,344, Neilsen, 12th July—Kwang Yen 6th July, Stone—Shewan, Tomes & Co.  
FEICHING, Chinese str., 1,710, A. B. Baines, 13th July—Shanghai 9th July, Mails and General—C. M. S. S. Co.  
HUR, French str., 739, Cornelissen, 13th July—Haiphong 12th July, General—A. R. Marty.  
KATORI MARU, Japanese str., 6,517, T. Murai, 13th July—Singapore 5th July, General—Nippon Yusen Kaisha.  
KITANO MARU, Japanese str., 5,277, F. E. Cope, 13th July—Yokohama 1st July, General—Nippon Yusen Kaisha.  
LUCOW, British str., 1,220, Mathrel, 13th July—Shanghai 9th July, General—Butterfield & Swire.  
MATHILDE, German str., 856, G. Schalkier, 12th July—Mauritius 20th June, Sugar—Order.  
SUNGKANG, British str., 1,600, J. Robinson, 13th July—Haiphong 11th July, General—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
July 13th.  
ANAZONE, French str., for Shanghai.  
BORNEO, German str., for Sandakan.  
CHEONGSHING, British str., for Canton.  
CHOVSANG, British str., for Canton.  
FEICHING, Chinese str., for Canton.  
WIMBLEDON, British str., for Chingwangtao.  
YET MARI, Japanese str., for Japan.

## DEPARTURES.

July 13th.  
LUCOW, British str., for Canton.  
TUNGSHING, British str., for Saigon.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P.M. str. Korea, carrying the United States mail, sailed from Yokohama for Hongkong, via Japan ports, and is expected to arrive at Hongkong on the 14th July.

THE AUSTRALIAN MAIL.  
The I.G.M. str. Prinz Waldemar left Sydney on the 2nd July, at 3 p.m., and may be expected here on or about the 25th July.

THE ENGLISH MAIL.  
The P. & O. str. Despatch left Singapore for this port on the 11th July, at 5.30 p.m., with the outward English mails, and is due here on the 16th July, at about 6 a.m.

MERCHANT STEAMERS.  
The Ben Line str. Bengloe, from Middlesbrough and London, left Singapore for this port on the 10th July, and may be expected to arrive here on or about the 16th July.  
The Apex str. Gregory Apex left Calcutta on the 5th July, and may be expected here on or about the 21st July.

INDO-CHINA STEAM NAVIGATION CO., LTD.  
Pookang, from Singapore, is due in Hongkong 16th July.  
Hauang, from Jolo, is due in Hongkong 14th July.  
Hauang, from Shanghai, is due in Hongkong 16th July.

SHIRE LINE, LIMITED.  
Den of Ruthven, from Shanghai, is due in Hongkong 15th July.  
Den of Airle, from London, is due in Hongkong 8th August.  
Carnarvonshire, from Vancouver, is due in Hongkong 20th August.

INDRA LINE, LIMITED.  
Inverclyde, from New York, passed the Suez Canal, is due in Hongkong 19th July.  
Indrakuala, from Yokohama, is due in Hongkong 25th July.  
Indramadi, from Sebang, is due in Hongkong 17th July.

## PASSED THE CANAL.

June 2nd—Danzon, Nubia.  
June 5th—Bayern, Stentor, Talithyris, O. J. D. Ahlers.  
June 9th—Kandahar.  
June 12th—Belgravia, Eumaeus, Namur.  
June 16th—Zelma, Puritan.  
June 19th—China, Hector, Persia, Demodocus, Den of Kelly, Senegambia, Katori Maru.  
June 23rd—Dunbar, Inverclyde.  
June 25th—Gottinen, Neleus.  
June 30th—Persia, Signaringen.  
July 3rd—Atsuta Maru, Bragavia, Oufu, Seodra, York, Arabia Chaiter.  
July 7th—Kuma Maru, Atmark, Indrakala, Prinz Ludwig, Norderny, Paul Levat.  
July 10th—Idomeneus, Lennox, Polyneon, Agapoor, Sardinia, Pithingen, Lammong.

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI VIA SWATOW..... "WINGSANG"..... Tuesday, 14th July, Noon.  
"SHANGHAI, KOBE AND MOJI"..... "LAISANG"..... Wednesday, 15th July, 10 A.M.  
"TIENTSIN"..... "CHONG-SHING"..... Thursday, 16th July, 10 A.M.  
"SHANGHAI"..... "CHOYSANG"..... Thursday, 16th July, Noon.  
"SINGAPORE, PENANG & CALCUTTA"..... "KUTSANG"..... Saturday, 18th July, Noon.  
"MANILA"..... "LOONGSANG"..... Saturday, 18th July, 2 P.M.  
"SANDAKAN"..... "HINSANG"..... Saturday, 20th July, Noon.  
"MANILA"..... "YUENSANG"..... Saturday, 25th July, 2 P.M.

## RETURN TOURS TO JAPAN.

As Steamers "KUTSANG", "NAGASAKI" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. The service is supplemented by the "FOOTSAK", "KUMANO", "LOVAT", "YATUNG" and "SALANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Thus completed 6 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A fully qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo through Bills of Lading to Y'atze, Chefoo, T'sin, Daluy, W'wei, T'ian & N'hwang.  
Telephone No. 215, Sub. Exch. 4.  
Taking Cargo on Through Bills of Lading to Kuriat, Lahad Datu, Singapore, Taiwan, Umbau, Joeselon and Lu-mun.  
Freight or Passage apply to JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 14th July, 1914.

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN

## YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Hongkong, 16th April, 1914.

## THE ROYAL MAIL STEAM

## PACKET COMPANY.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO CHANGE WITHOUT NOTICE.

## "SHIRE" LINE SERVICE—HOMEWARDS.

FOR LONDON & ANTWERP..... "DEN OF RUTHVEN" On 19th July.

## TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND..... "DEN OF AIRLIE" On 10th Aug.











# Hochm Extra Dry

four american

OBTAINABLE FROM  
**KARL BRANDES,**  
No. 2, PRIDDER STREET.

Hongkong, 13th July, 1914.

[36-22]



## NATURA MILK

**BEST  
STERILIZED  
MILK**

ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

**HUGO C. A. FROMM,**  
HONGKONG.

Hongkong, 1st July, 1914.

[36-45]



## LEONHARDT'S

INKS AND  
GUMS,  
CARBON  
PAPERS,  
TYPEWRITER  
RIBBONS.

ARE THE BEST!

Supplied from local stock of the General Agent for  
Hongkong and China:—

**HUGO C. A. FROMM,**  
HONGKONG.

Hongkong, 18th July, 1914.

[36-13]

### POST OFFICE NOTICE.

The Korea, with the AMERICAN MAIL, is due to arrive here to-day.  
The Yungchow, with the MAIL FROM LONDON (via Siberia) of Tuesday and Wednesday, the 23rd and 24th ult., is due to arrive here to-morrow.  
The Devon, with the ENGLISH MAIL, left Singapore on Saturday, the 11th inst., at 5.50 p.m., and may be expected to arrive here on Thursday, the 16th inst., at 6 a.m. This packet brings the Parcel Mails closed in London for despatch by the all sea-route on the 10th ult., and for despatch overland on the 16th ult.  
The Siberia, with the AMERICAN MAIL, is due to arrive here on Saturday, the 25th inst.

FOR	THE	DATE
*Swatow	Katho ...	Tuesday, 14th, 8.00 A.M.
Swatow, Amoy and Foochow	Haiyang ...	Tuesday, 14th, 10.00 A.M.
Japan via Kobe	Dairen ...	Tuesday, 14th, 10.00 A.M.
Bangkok	Bencleuch ...	Tuesday, 14th, 10.00 A.M.
*Shanghai, *North China and *Japan via *Kobe	Laiyang ...	Tuesday, 14th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE VIA MARSHALLS (Late Letters 11 to Noon, Extra postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).		
Formosa via KEBUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONGKONG, UNITED STATES and SOUTH AMERICA, *CANADA via SAN FRANCISCO (To make connection with the Tientsin-Peking Railway closing at Shanghai Brit. P.O. at 11.30 a.m. on Monday, the 20th inst.)	Chili ...	Tuesday, 14th, (Printed Matter and Sam- ples ... 10.00 A.M. Registration 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M.) Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.
*Shanghai and *North China Jesuit, Kaitai and Sankalan ... Formosa via Keelung, *3 a.m. (North) China via Japan via *Moj, *Victoria, B.C., and *Seattle, (Wash) ... Philippine Islands ... Shanghai and North China ... (To make connection with the Tientsin-Peking Railway closing at Shanghai Brit. P.O. at 11.20 a.m. on Monday, the 20th inst.)	Shingo Maru	Tuesday, 14th, (Registration ... 10.00 A.M. (Registration with late fee of 10 cents up to (10.30 A.M.) Kowloon B.O. ... 10.07 A.M. Letters ... 11.00 A.M.
*Choofoo and *Newchwang Hoihow, Haiphong and Pakhoi ...	Demodocus ...	Tuesday, 14th, 1.00 P.M.
Hollow, Haiphong and Pakhoi ...	Borneo ...	Tuesday, 14th, 2.00 P.M.
Japan via Kobe ...	Shidzuoka Maru ...	Tuesday, 14th, 3.00 P.M.
Straits and Colombo ...	Taming ...	Tuesday, 14th, 3.00 P.M.
Swatow ...	Liangchow ...	Tuesday, 14th, 5.00 P.M.
Straits and India via Calcutta ...	Tamsui ...	Tuesday, 14th, 5.00 P.M.
Haiphong and Pakhoi ...	Mathilde ...	Tuesday, 14th, 5.00 P.M.
Straits and India via Calcutta ...	Sungkora ...	Wednesday, 15th, 8.00 A.M.
*Canton ...	Katori Maru ...	Wednesday, 15th, 9.00 A.M.
Fort Bayard, Haiphong and Pakhoi ...	Aikawa Maru ...	Wednesday, 15th, 9.00 A.M.
Shanghai and North China ...	Haimun ...	Wednesday, 15th, 10.00 A.M.
Swatow, Amoy and Foochow ...	Kailang ...	Wednesday, 15th, 11.00 A.M.
	Kanywai ...	Wednesday, 15th, 11.00 A.M.
	Takada ...	Wednesday, 15th, 2.00 P.M.
	Onsenging ...	Thursday, 16th, 9.00 A.M.
	Hue ...	Thursday, 16th, 11.00 A.M.
	Lachon ...	Thursday, 16th, 11.00 A.M.
	Hatching ...	Friday, 17th, 10.00 A.M.
	Wongkoi ...	Friday, 17th, 11.00 A.M.
SATURDAY, 18th.		
(Printed Matter and Sam- ples ... 10.00 A.M. Registration 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M.) Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.		

\* Specially superscribed correspondence only.

**TO-MORROW**  
12.30 p.m.—The Steam Laundry Co., Ltd.,  
Meeting of Shareholders at the Office of  
Sir C. P. Chater, C.M.G.  
3 p.m.—Auction of Very Valuable Leasehold  
Property at Auction Rooms, by Messrs.  
Hughes & Houghton.

### FORTHCOMING EVENTS.

Saturday, 18th July—  
3.15 p.m.—Third Gymkhana Meeting at the  
Happy Valley.

Wednesday, 22nd July—  
4 p.m.—Meeting of Metal Importers at the  
Secretary's Office, Hongkong General  
Chamber of Commerce, New Government  
Building.

Monday, 27th July—

Noon—The Hongkong Central Estate, Ltd.,  
Statutory Meeting of Shareholders.

### COMMERCIAL CLOSING QUOTATIONS.

ON	July 13th.
LONDON—	
Telegraphic Transfer	1.103
Bank Bills, on demand	1.103
Bank Bills, at 30 days sight	1.103
Bank Bills, at 4 months sight	1.103
Credits, at 4 months sight	1.103
Documentary Bills, at 4 months sight	1.103
ON	
Bank Bills, on demand	235
Credits, at 4 months sight	240
ON GERMANY—	
On demand	191
ON NEW YORK—	
Bank Bills, on demand	45
Credits, at 60 days sight	46
ON BOMBAY—	
Telegraphic Transfer	139
Bank, on demand	140
ON CALCUTTA—	
Telegraphic Transfer	139
Bank, on demand	140
ON SHANGHAI—	
Bank, at sight	74
Private, 30 days sight	75
ON YOKOHAMA—	
On demand	91
ON MANILA—	
On demand	91
ON SINGAPORE—	
On demand	87
ON BATAVIA—	
On demand	112
ON HAIPHONG—	
On demand	54 p.m.
ON SAIGON—	
On demand	54 p.m.
ON BANGKOK—	
On demand	87
SOVEREIGNS, Bank's Buying Rate	\$10.60
GOLD LEAF, 100 fine, per test	\$65.50
BAR SILVER, per oz.	25

SUBSIDIARY COINS.	per cent.
Hongkong, 20 cents pieces	\$ 9.10 discount.
Hongkong, 10	\$ 9.90

### MAILS VIA SIBERIA.

London	Due
June 31st.	Shanghai July 11th.
June 27th.	July 13th.

### ASK SPECIALLY FOR

**MACKIE'S**

## WHITE HORSE

WHISKY.

**LANE, CRAWFORD & CO.,**

SOLE AGENTS.

### SHARE LIST.—QUOTATIONS.

HONGKONG, 13th JULY, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA- TIONS CASE.	ON BASIS OF LAST DIV'D.
<b>BANKS.</b>					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$125, all & b.	56 p.
China Bank Corporation, Limited	60,000	\$12	all	\$11, sellers	10 p.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provident Loan & Mortgage Co., Ltd.	20,000	\$10	all	\$8, sellers	8 p.
<b>CORPORATIONS.</b>					
Ewo Cotton Spin. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 135, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7, buyers	
Dairy Farm Company, Limited	40,000	\$7	all	\$38, sellers	3 p.
<b>DOCKS AND WHARVES.</b>					
Whang, Kowloon Wharf & G. Co., Ltd.	60,000	\$5	all	\$83, buyers	4 p.
H'kong and Whampoa Dock Co., Ltd.	50,000	\$5	all	\$62, buyers	4 p.
New Amoy Dock Co., Limited	10,000	\$6	all	\$4	
S'hai, Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60, buyers	
S'hai, and Hongkew Wharf Co., Ltd.	16,000	Tls. 100	all	Tls. 90, buyers	
Green Island Cement Co., Limited	400,000	\$10	all	\$5	
Hongkong Electric Co., Limited	60,000	\$10	all	\$41, buyers	4 p.
Hongkong Hotel Company Limited	20,000	\$50	all	\$125, buyers	52 p.
Manila Metropole Hotel, Limited	15,000	Pz. 10	all	\$84, sellers	
Hongkong Ice Company, Limited	5,000	\$25	all	\$300, buyers	4 p.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25, buyers	9 p.
H'kong & South China Steamship Co., Ltd.	15,000	\$5	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5	all	12, buyers	
<b>INSURANCE.</b>					
China Insurance Office Co., Limited	10,000	\$250	all	\$124, buyers	62 p.
China Fire Insurance Co., Limited	20,000	\$200	all	\$155, buyers	62 p.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	all	\$135, buyers	7 p.
North China Insurance Co., Limited	10,000	\$250	all	\$140, buyers	
Union Insurance Society, Limited	12,000	\$250	all	\$170, buyers	62 p.
Yantai Insurance Association, Ltd.	12,000	\$100	all	\$104, buyers	62 p.
<b>LANDS AND BUILDINGS.</b>					
W'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$115, buyers	62 p.
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$100, buyers	
Hongkong Land Reclamation Co., Ltd.	10,000	\$100	all	\$74, buyers	62 p.
Hongkong Estate and Finance Co., Ltd.	150,000	\$100	all	\$74, buyers	62 p.
Kowloon Land and Building Co., Ltd.	5,000	\$50	all	\$44	
Shanghai Land Investment Co., Ltd.	70,000	Tls. 50	all	Tls. 92	
West Point Building Co., Limited	12,500	\$50	all	\$71, buyers	6 p.
Manhattan Building Co., Limited	250,000	Gds. 10	all	Tls. 45, buyers	
<b>MIXED.</b>					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$1	
Hoswood Tin and Rubber Estate, Ltd.	200,000	\$1	all	\$1	
Ranch Australian Gold Mining Co., Ltd.	100,000	\$1	all	\$1	
Trench Mines, Limited	100,000	\$1	all	\$1	
Peak Tramways Co., Limited	25,000	\$10	all	\$10, buyers	3 p.
Philippine Co., Limited	75,000	\$10	all	\$10, buyers	
Palace of Pantries in Tonkin Societe des	13,200	\$50	all	\$20, sellers	
<b>REFINERIES.</b>					
China Sugar Refining Co., Limited	20,000	\$100	all	\$78, buyers	4 p.
Lunson Sugar Refining Co., Limited	7,000	\$100	all	\$28, sellers	
<b>STEAMSHIP COMPANIES.</b>					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$3, buyers	82 p.
Dunlop Steamship Co., Limited	20,000	\$15	all	\$27, buyers	74 p.
Hongkong, Canton & Mexico S.R. Co., Ltd.	20,000	\$25	all	\$60, all & b.	
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$55, all & b.	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$63, sales	
Star Ferry Company, Limited	40,000	\$10	all	\$44, buyers	4 p.
South China Morning Post, Limited	6,000	\$25	all	\$28, x div. buyers	
Steam Laundry Company, Limited	20,000	\$5	all	\$5, sellers	
<b>STORES AND DISPENSARIES.</b>					
Powell & Wynn, Limited	15,000	\$10	all	\$31, sales	6 p.
Watson & Co., A. S. Limited	40,000	\$10	all	\$74, buyers	24 p.
Union Waterboat Co., Limited	50,000	\$10	all	\$10, buyers	62 p.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1893	Tls. 787,200.	Tls. 250	7% p. annum.	Far.

VERNON & SMYTH, Share Brokers.



Manufactured from the **FINEST  
MATURED VIRGINIA LEAF,**  
and therefore a delight to the heavy  
smoker without the slightest fear  
of any disagreeable after effects.

**SAVE THE COUPONS.  
THEY ARE VALUABLE.**

The following are the new photographs  
which will shortly be given away in  
exchange for coupons that are now  
packed with Three Castles Cigarettes.

"The Horse Fair" ... Rosa Bonheur.

"Wagon and Team" ...

"Madame la Brun and  
daughter" ... Le Brun.

"Lady with Fan" ... Fairre.

"La Rixe" (The Quarrel), Meissonier.

"The Halt at an Inn" ...

The pictures are not marked by any form of  
advertisement

[25]



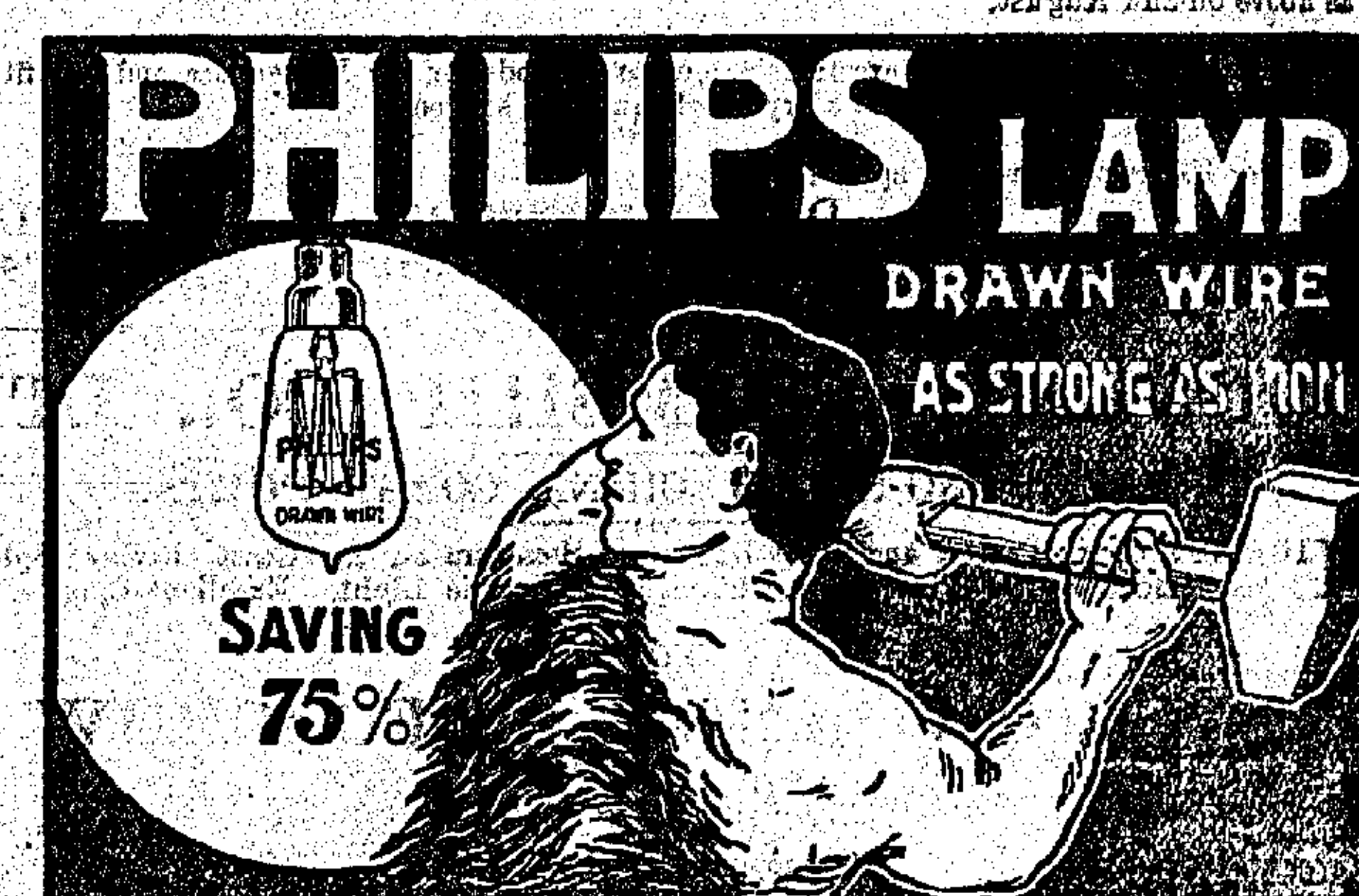
## MILKMAID

**RICH THICK  
CREAM.**

[27]

## PHILIPS "PHŒBUS" LAMP IS THE STRONGEST.

PRICE REDUCED TO 55 CENTS OR \$6 PER DOZEN  
FROM 16 TO 50 C.P.



**WM. C. JACK & CO., LTD.,**  
SOLE AGENTS FOR SOUTH CHINA.

[44]

**D. & J. McCALLUM'S  
PERFECTION.**

**WORTH  
HAVING.**

**BEWARE OF IMITATIONS.**

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